

AGENDA

SAN FRANCISCO HILTON HOTEL

FEBRUARY 3-4-5-6-7-, 1969



PROPOSED  
JOINT WESTERN AREA COMMITTEE AGENDA  
SUBMITTED BY THE  
WESTERN MASTER FREIGHT DIVISION  
MEETINGS OF FEBRUARY 3 - 4 - 5 - 6 - 7- 1969

SAN FRANCISCO HILTON HOTEL

TOYON SUITE

SAN FRANCISCO, CALIFORNIA

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JOINT SESSION OF THE FULL COMMITTEE - San Francisco Hilton -  
10:00 A. M. - MONDAY - FEBRUARY 3, 1969.

1. Approval of the Minutes of the JWAC Sessions held November, 1968.
2. Discussion of cases filed with the Joint Western Area Committee after deadline date.
3. Approval of the Joint Agenda for the February sessions of the JWAC.
4. Naming of members of the Main Committee and Sub-Committees.
5. Communications.
6. Other procedural or policy matters to come before the JWAC.
7. ADJOURNMENT.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

#2-6-2185	(1)	Local: 741 Garrett Freightlines	Clarification
#5-7-2929	(2)	Local: 180 I. C. X.	Clarification
#8-8-3913	(3)	Local: 104 Lee Way Motor Freight	Clarification
#5-8-3719	(4) (5)	Local: 104-180-224-310-631 Milne Truck Lines	Clarification
#8-8-4067	(6)	Locals: 150-468 Lee Way	Clarification
#11-8-4095	(7)	O.N.C. Locals: 137-468	
#11-8-4099	(8-9) (10)	P. M. T. Locals: 85-150-224-287-386-431-439-468	
#2-9-4256	(11)	B-Line Transport + Adams Transport Local: 690	
#2-9-4257	(12)	Consolidated Freightways Locals: 57-81-741	
#2-9-4258	(13)	I. C. X. Locals: 104-180-222-224	
#2-9-4259	(14)	Milne Truck Lines, Inc. Locals: 104 - 310	
#2-9-4260	(15)	Navajo Freight Lines Locals: 104 - 631	
#2-9-4261	(16)	O. N. C. Locals: 224 - 381	
#2-9-4262	(17)	P. I. E. Locals: 154-313-741-910	
#2-9-4263	(18) (19)	P. I. E. Locals: 81-148-690-741-839	
#2-9-4264	(20)	Thomas H. Marrow Trucking Co. Locals: 208 -357-481-542-692	
#2-9-4265	(21)	Tillie Lewis Foods, Inc. Locals: 439 - 104	
#2-9-4266	(22)	Thunderbird Freight Lines Locals: 104 - 224	
#2-9-4267	(23)	United-Buckingham Local: 81	
#2-9-4268	(24)	United Buckingham Local: 690	
#2-9-4269	(25) (26)	Valley-Copperstate System Locals: 85-81-150-287-439	
#2-9-4270	(27)	Wells Cargo Locals: 150 - 533	



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 741, Seattle, Washington, and  
2-6-2185 Garrett Freightlines, Inc.

Change of Operations It is the position of Local 741 that Garrett Freightlines erred  
in the payment of mileage due E. Lauritzen on a trip via Highway  
18 to drop a load of ammo at Silver Eagle Co. yard on October  
Clarification 25, 1968.

The agreed-upon mileage via Highway 18 is 45 additional miles  
as per case #2-6-2185. (Filed under Article 38, Section 4  
of the OTR Supplement).

Case #2228 (U).

JSC Motion: That this case is referred to the Change of  
Operations Committee to interpret Change of Operations Case  
#2-6-2185 to determine whether or not the Company owes  
the full agreed 45 miles when they use Highway 18 but not proceed  
into Tacoma but deliver boxes at a point approximately 9-1/2  
miles (total 19) short of Tacoma at an ammunition marshaling  
yard and then proceed into Seattle. Motion Carried.

Washington JSC November 20, 1968.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Illinois - California Express  
5-7-2929

Change of Locals involved: 180, Los Angeles, California  
Operations

Clarification On behalf of the drivers on the accompanying signature and myself, William Duckworth, we are filing for a clarification of the application of our seniority when we were redomiciled from Denver, Colorado to Los Angeles and put to the bottom of the seniority board.

Case #SC-1-9-2526 (JWC #5-7-2929).

JSC Motion: That this case be referred to the Change of Operations Committee of the Joint Western Area Committee for clarification. Motion Carried.

Southern California JSC January 6, 1969.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Lee Way Motor Freight, Inc.  
8-8-3913

Change of Operations Locals involved: 104, Phoenix, Arizona  
886, Oklahoma City, Okla  
941, El Paso, Texas

Clarification

The Company proposes to reserve the right to continue to handle over-flow freight between Phoenix and El Paso, or El Paso, and Phoenix, or Oklahoma City, and El Paso on the present division or operation as it has in the past, if and when necessary and the Company option.

This change will eliminage the work of five (5) drivers domiciled in El Paso and Phoenix.

There will be work established in Oklahoma City for five (5) drivers.

The Company will offer employment to the displaced El Paso and Phoenix drivers in Oklahoma City.

The Company desires to effect this change at the earliest possible date.

Local 104 requests a clarification of Case #8-8-3913 .

August, 1968 JWAC Action: In Case #8-8-3913 the operational change be approved as proposed and clarified by the company on the record with the following provisos:

- (1) The four new Phoenix to El Paso runs shall be offered to the El Paso line board on a line seniority basis, and the successful bidders shall have their seniority dovetailed on the Phoenix line board on the basis of their former El Paso line seniority dates, and they shall exercise that seniority at the next regular bid date.
  - (2) The eight Phoenix to El Paso through runs shall be re-bid, but limited to the four Phoenix drivers presently on those runs and the four former El Paso drivers until the next regular bid date.
  - (3) The El Paso and/or Phoenix drivers who moved to Oklahoma city shall have their seniority dovetailed on the Oklahoma City sleeper board on the basis of their El Paso and/or Phoenix line seniority dates and in accordance with local seniority rules at Oklahoma City.
  - (4) This change shall not be put into effect prior to September 1, 1968.
  - (5) This decision shall not preclude Local 886 from pursuing its requests for destination dispatches through appropriate grievance machinery.
- Motion Carried.

November, 1968 JWAC Action: Postponed

Local 104 is requesting a clarification of the above decision as it applies to the seniority of Clarence L. Hudson, formerly an El Paso domiciled line driver.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
5-8-3719

Local 104, Phoenix - Local 180 - Local 310 - Local 631  
Local 224, Los Angeles, California

Change of  
Operations

Company involved: Milne Truck Lines

Clarification

The following drivers at Milne Truck Lines are protesting the application of seniority which they were involved in under the Change of Operation granted Milne Truck Lines by the Joint Western Area Committee whereby in Case #5-8-3719 two men who were to be redomiciled in Los Angeles and were granted predecessor seniority Henry Carrillo, Frank Garcia and Edward Barragan are protesting this for the following reasons:

- (1) These drivers also had seniority with this predecessor Company and were not given their seniority with the predecessor Company.
- (2) Frank Garcia and Edward Barragan were with the predecessor Company before the two men from Yuma, Arizona who were granted theirs and by this decision this moves the two men from Yuma ahead of them on the seniority list. Local 180 therefore on behalf of these drivers is asking for a clarification of the decision in this case.

Case #SC-7-8-1362.

JSC Motion: That this case be referred to the Change of Operations Committee of the JWAC for clarification of Case #5-8-3719. Motion Carried.

Local 224 hereby requests a clarification of Change of Operations Case #9-489 heard in 1962 and Case #5-8-3719 with respect to the following:

Local 224 member Herschel Wright requests that his seniority date be changed on roster to comply with decision in Change of Operations Case #5-8-3719, contending that in 1963 when he and Teeters moved to Los Angeles from Yuma they were placed at bottom of seniority roster, and now two additional men have moved to Los Angeles and dovetailed with full seniority accrued from Wells Truckaway.

Local 224 on behalf of Bob Turley claims misdispatch on August 19, 1968. He is claiming \$12.50 difference in pay.

MAY, 1968 JWAC Action: That the operational change be approved as proposed by the Company, and since the two local unions involved have agreed to the principle of dovetailed seniority, the two Yuma drivers shall have their seniority dovetailed on the L. A. board on the basis of their full company seniority, including service with the predecessor company. This change shall be made not sooner than June 1, 1968. Motion Carried.

AUGUST, 1968 JWAC Action: In Case 5-8-3719, with regard to the clarification of the seniority issues raised by the parties, under the authority of Article 5, Section 7 of the National Master Freight Agreement it be the determination of this committee that the Company be directed to reconstruct its seniority list at Los Angeles on the following basis:  
(1) The Milne date of hire shall determine the respective positions on the seniority list, with the understanding that for all former Wells employees - including Wright, McGinnis and Cunningham - that the date shall be January 9, 1959. (Continued following Page)



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
5-8-3719

Local 104 - Local 180 - Local 310 - Local 631  
Local 224, Los Angeles, California (Continued)

Change of  
Operations

Company involved: Milne Truck Lines

Clarifica-  
tion

AUGUST, 1968 JWAC Action: (continued)

(2) As to the former Wells employees, among themselves, their former Wells seniority dates shall be used for determining their relative positions for layoff and work selection purposes. (3) The earliest date, either Wells or Milne, shall be used to determine length of vacations. (4) There shall be no retroactive application of this determination and no runaround or money claims shall result therefrom. (5) This decision shall be effective August 14, 1968, provided that the Company shall not be required to rebid until the next annual bid date, which is in December.

NOTE: August Southern California Motion is as follows:  
"That this case is referred to the Change of Operations Committee of the Joint Western Area Committee for clarification."

November, 1968 JWAC Action: Postponed.

Local 104 requests clarification of the Company's approved Change of Operations between Phoenix, Arizona and Las Vegas, Nevada.

Local 224 on behalf of drivers Paul McGinnis and Richard Cunningham protest the change of their seniority in Case #5-8-3719. New evidence has come to light supporting the above. (JSC Motion:) That this case be referred to the Change of Operations Committee of the JWAC for clarification. Motion Carried. (Date of action: 1-6-69)



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 150, Sacramento, California  
8-8-4067 Local 468, Oakland, California

Change of PET (Lee Way Motor Freight, Inc.)  
Operations

Clarifica- Union requests clarification as to the application of Sacramento  
tion short line drivers that chose to go on layoff to protect the  
movement of freight or trailers from the Bay Area to Sacramento  
and vice versa.

August, 1968 JWAC Action: M/m/s/c/ that the Change of  
Operations be approved as proposed as clarified by the Company  
on the record; that in th event the Company's operations in  
the Bay Area require Sacramento short line drivers to redomicile  
there to follow their work, the Company shall pay their moving  
expenses in accordance with the contract.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # O. N. C. Motor Freight System  
11-8-4095

Change of Locals involved: 137, Marysville, California  
Operations 468, Oakland, California

PRESENT OPERATION:

One bid turn run San Leandro-Redding-San Leandro, normally running five nights per week on an if-and-when basis, with the driver domiciled at San Leandro.

PROPOSED OPERATION:

Redomicile the run at Redding with the run and driver originating from Redding, going to San Leandro and return, normally to run five nights per week on an if-and-when basis.

The present driver on the run, a member of Local 468, will be offered the opportunity to move to Redding along with the run and his move will be handled in accordance with Article 5, Section 3 (c) of the National Master Freight Agreement.

This change will result in better utilization of power equipment and will improve service on southbound freight out of Redding.

We plan to put this change into effect as soon as possible after approval is granted.

November, 1968 JWAC Action: Postponed.



CHANGE OF OPERATIONS BEFOR THE JOINT WESTERN AREA COMMITTEE  
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Case # Pacific Motor Trucking Company  
11-8-4099

Change of Operations Locals involved: 85, San Francisco, California  
150, Sacramento, California  
224, Los Angeles, California  
287, San Jose, California  
386, Modesto, California  
431, Fresno, California  
439, Stockton, California  
468, Oakland, California

OUTLINE OF PRESENT OPERATIONS:

1. Local 85 - San Francisco

1. San Francisco - Redding or beyond - Monday-Wednesday-Friday.
2. San Francisco - Redding or beyond - Tuesday and Thursday .
3. San Francisco - Fresno - Monday through Friday - (S/L turn).
4. San Francisco - San Jose - Monday through Friday - (S/L turn).

4 bid drivers 2 extra board drivers 3 on layoff

2. Local 150 - Sacramento

BID RUNS

1. Sacramento - Oakland turnaround MAIL daily except Sunday.
2. Sacramento - Fresno turnaround MAIL 2 trips on 2 trips off.
3. Sacramento - Fresno turnaround MAIL 2 trips on 2 trips off.
4. Sacramento - Bakersfield layover on Sunday MAIL 1st out on turnaround schedules on Tuesday-Wednesday and Thursday.
5. Sacramento - Bakersfield layover MAIL Tuesday + Thursday.
6. Sacramento - Bakersfield layover MAIL Saturday + Monday.
7. Sacramento - Bakersfield layover MAIL Wednesday + Friday.
8. Sacramento - Oakland - San Francisco - Monday through Friday.
9. Sacramento - Bay Area - Santa Rosa - Modesto - Stockton and Marysville Area - Monday through Friday.
10. Sacramento - Medford on call basis (2 drivers)

11 bid drivers 6 extra board drivers 8 on layoff

3. Local 287 - San Jose

BID RUNS

1. San Jose - Oakland turnaround Monday through Friday.
2. San Jose to San Francisco turnaround Monday through Friday.
3. San Jose to Sacramento turnaround Sunday through Thursday.

3 bid drivers 2 extra board drivers

(Continued on following Page)



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Pacific Motor Trucking (Continued)  
11-8-4099

Change of  
Operations

4. Local 431 - Fresno BID RUNS
1. Fresno - Chico - Sunday - Tuesday - Thursday.
  2. Fresno - Chico - Monday and Wednesday.
  3. Fresno - Coast South - Monday - Wednesday + Friday.
  4. Fresno - Coast South - Tuesday and Thursday.
  5. Fresno - San Francisco - Sunday-Tuesday + Thursday.
  6. Fresno - San Francisco - Monday-Wednesday + Friday.
  7. Fresno - Los Angeles - Monday-Wednesday + Friday.
  8. Fresno - Los Angeles - Tuesday and Thursday.
  9. Fresno - Los Angeles MAIL - Sunday-Tuesday + Thursday.
  10. Fresno - Los Angeles MAIL - Monday-Wednesday + Friday.
- 10 bid drivers      2 extra board drivers      3 laid off

5. Local 386 - Modesto BID RUNS
1. Modesto to Sacramento or Bay Area turnaround - Monday through Friday.
- 1 bid driver      1 extra board driver

6. Local 439 - Stockton BID RUNS
1. Stockton to Sacramento or Bay Area turnaround run - Monday through Friday.
- 1 bid driver

PROPOSED OPERATIONS:

1. Local 85 - San Francisco

1 through 3 (Page 1) eliminate. Handle with returning drivers or transbay to Oakland for further movement.  
4 (Page 1). Handle with line drivers on drop and pick operation. Eliminate extra board.
2. Local 150 - Sacramento

1 through 7 (Page 1) . No change.  
8 (Page 1). Eliminate run and handle with returning drivers.  
9 (Page 1). No change.  
10 (Page 1) No change.
3. Local 287 - San Jose

1 (Page 1). No change.  
2 (Page 1). Eliminate - Handle with existing drivers.  
3 (Page 1). No change.  
4 Eliminate extra board - cover extra work with existing drivers.

(Continued on following Page)



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Pacific Motor Trucking (Continued)  
11-8-4099

Change of  
Operations

4. Local 431 - Fresno

1 and 2 (Page 2). No change.  
3 and 4 (Page 2). Eliminate and use drivers returning to Los Angeles.  
5 and 5 (Page 2). Eliminate and use turnaround Oakland-based drivers or drivers enroute from Los Angeles to Bay Area.  
7 and 8 (Page 2). Eliminate and use drivers returning to Los Angeles.  
9 and 10 (Page 2). No change.  
Eliminate extra board and handle work with existing drivers.

5. Local 386 - Modesto

1 (Page 2). Eliminate all line operations - handle with existing line drivers.

6. Local 439 - Stockton

1 (Page 2). Eliminate all line operations - handle freight with existing drivers.

Employee Opportunity:

Driver to be given job opportunity in local operations.  
(Note:) This driver presently maintains local seniority.

GENERAL:

- (1) Job opportunities will be afforded affected drivers in accordance with the contract on the basis of overall line seniority. Seniority shall be dovetailed.
- (2) There shall be no restrictions on drivers from dropping and picking loaded or empty equipment at terminals.
- (3) Drivers shall be dispatched in the following order:
  1. Foreign domiciled bid drivers.
  2. Local domiciled bid drivers.
  3. Foreign domiciled extra board drivers.
  4. Local domiciled extra board drivers.
- (4) Present mail and express schedules are not involved or affected by this proposed Change of Operations. In the event the company should lose any of these operations, the employees affected shall retain seniority at the terminal to which they are assigned.

November, 1968 JWAC Action: Postponed. Committee retains jurisdiction. (Transcript Pages 45-50)



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # B-Line Transport Co., Inc. and Adams Transport Co.  
2-9-4256

Change of Local involved: 690, Spokane, Washington  
Operations

B-Line Transport Co., Inc. with approximately 10 regular employees, has acquired Adams Transport Co. with approximately 5 employees, all of said employees being members of Local 690 in Spokane, Washington.

The Management of B-Line Transport desires to maintain separate seniority lists for the two companies subject to a provision that if the seniority board is exhausted so far as regular employees are concerned at any particular time by either company, that there would be a right to use any available qualified employees of the other company on a seniority and temporary basis by the company whose board is exhausted, but without having such work time count as seniority qualification on the second board.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Consolidated Freightways  
2-9-4257

Change of Locals involved: 57, Eugene, Oregon  
Operations 81, Portland, Oregon  
741, Seattle, Washington

The Employer proposes to eliminate the bid scheduled between Eugene and Seattle and to haul the existing freight on other already established schedules. This change will effect one bid driver in Eugene, Oregon and one bid run driver in Seattle, Washington, both of which will be afforded work opportunities in accordance with local existing rules.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Illinois - California Express, Inc.  
2-9-4258

Change of Operations	Locals involved:	104, Phoenix, Arizona
		180, Los Angeles, California
		222, Salt Lake City, Utah
		224, Los Angeles, California

I.C.X. received approval from the I.C.C. to acquire the operating rights of AUX, subject to clarifying certain filings in its original petition. I.C.X. has complied with this requirement and is awaiting final approval from the I.C.C., which is expected to be in the very near future.

I.C.X. proposes to integrate the Over-The-Road operation by changing the domicile of Salt Lake City sleeper cab drivers to Los Angeles, offering all drivers work opportunity at Los Angeles on a dovetailed seniority basis with Local 180.

The operation between Los Angeles and Phoenix will be handled by bid single men, one domiciled at Los Angeles, and one domiciled at Phoenix, running a Desert Center turnaround. Los Angeles sleeper teams will handle freight over and above the single man bid.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Milne Truck Lines, Inc.  
2-9-4259

Change of Locals involved: 104, Phoenix, Arizona  
Operations 310, Tucson, Arizona

The Company proposes to operate, on an irregular basis, a  
turnaround run from Phoenix to Fort Huachuca and return,  
with the right to load and/or unload at Tucson.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Navajo Freight Lines, Inc.  
2-9-4260

Change of Operations Locals involved: 104, Phoenix, Arizona  
631, Las Vegas, Nevada

PRESENT OPERATION:

Phoenix, Arizona

We have one single man driver and one tractor domiciled at Phoenix, Arizona, operating a turnaround run from Phoenix, Arizona to Kingman, Arizona and return.

Las Vegas, Nevada

We have one single man driver and one tractor domiciled at Las Vegas, Nevada, operating a turnaround run from Las Vegas, Nevada to Kingman, Arizona and return.

Both runs operate on a freight available basis.

PROPOSED OPERATION:

The Company proposes to redomicile one driver and one tractor from Las Vegas, Nevada to Phoenix, Arizona and establish a single man through run from Phoenix, Arizona to Las Vegas, Nevada, with layover at Las Vegas, with drop of freight and/or trailers at intermediate points. The run will operate on a freight available basis out of Phoenix, Arizona.

The Company will pay actual miles on the new run from Phoenix, Arizona to Las Vegas, Nevada.

All present working rules and/or conditions established at Phoenix, Arizona will be cancelled and new working rules will be negotiated if necessary.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # O. N. C. Motor Freight System  
2-9-4261

Change of Locals involved: 224, Los Angeles, California  
Operations 381, Santa Maria, California

O. N. C. Motor Freight System proposes the following Change  
in their Line Haul Operation between Los Angeles and Santa Maria:

PRESENT OPERATION:

Freight moving between Los Angeles and Santa Maria has been  
handled by Local 224 drivers out of Los Angeles by either one  
of two methods.

- (a) Los Angeles, Santa Maria, Los Angeles turn run.
- (b) Drop and pick enroute.

PROPOSED OPERATION:

Establish one line run at our Santa Maria branch to run on a  
turnaround basis - Orcutt, Los Angeles and return.

The run will normally operate five (5) nights per week on an  
if-and-when basis, with the right to make drops and pickups  
enroute.

The job opportunity at Santa Maria will be offered to a Local 224  
driver and will be awarded by seniority.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Pacific Intermountain Express Co.  
2-9-4262

Change of Operations Locals involved:  
154, Seattle, Washington  
313, Tacoma, Washington  
741, Seattle, Washington  
910, Kent, Washington

Pacific Intermountain Express is constructing a new terminal facility at Kent, Washington. Upon its completion, P.I.E. will close its present terminals at Seattle and Tacoma, consolidating these two operations at its new Kent facility. It is anticipated the consolidation will be accomplished some time between March 15 and April 1, 1969.

The Tacoma dock and pickup employees are presently members of I.B.T. Local 313, Tacoma. There are no line drivers domiciled at Tacoma. Our Seattle dock, pickup and line employees are presently members of I.B.T. Local 741.

It was agreed by the participants in the January 7 meeting that when the Tacoma operations are transferred from Tacoma to the new Kent facility, and the present Tacoma terminal is closed, the Tacoma dock and pickup employees would be placed on a common seniority roster with the Seattle dock and pickup employees dovetailing their seniorities based on their respective terminal seniority dates, thus creating a single seniority roster at the new Kent terminal.

Local 154 represents both the Tacoma and Seattle clerical employees. The Tacoma clerical employees will be offered employment at the new Kent office. It was agreed that those who accept will have their seniority dovetailed with the Seattle employees, based on their respective terminal seniority dates.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Pacific Intermountain Express Co.  
2-9-4263

Change of Operations Locals involved: 81, Portland, Oregon  
148, Wenatchee, Washington  
690, Spokane, Washington  
741, Seattle, Washington  
839, Pasco, Washington

PRESENT OPERATION TO BE ELIMINATED

Spokane

- 1 Spokane - Vantage turn (6 days per week)
- 1 Spokane - Wenatchee turn (5 days per week)

One Spokane domiciled line driver displaced

Seattle

- 1 Seattle - Vantage turn (6 days per week)
- 1 Seattle - Pasco (4 days thru, 1 day turn at Yakima)

No line driver displacement

Wenatchee

- 1 Wenatchee - Tacoma (5 days per week)
- Two Wenatchee-domiciled line drivers displaced

Pasco

- 1 Pasco - Seattle (4 days thru, 1 day turn at Yakima)

One Pasco domiciled line driver displaced

Moses Lake

Close terminal

Two regular dock workers and one regular office worker displaced

The four displaced line drivers will be offered work at Portland or Seattle as work there becomes available. P-I-E will move these employees and their families to the new domicile points, if the displaced employees so elect to move, in accordance with past practice.

If this requested operational change is approved, displaced line employees with no school-aged children, will be expected to move to the new domicile point within 90 calendar days after an opening occurs. Those with school children will be expected to move soon after the current school term is out if they elect to wait until then, but in no event later than 45 days after the present school term closes.

It is assumed that seniority of such transferred employees will be governed by Article 5, Section 5 (b) (2) of the National Master Freight Agreement upon reporting for work at the new domicile point.

(Continued on Following Page)



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Pacific Intermountain Express Co.  
2-9-4263

Change of Operations Locals involved:  
81, Portland  
148, Wenatchee  
690, Spokane  
741, Seattle  
839, Pasco

PROPOSED MANNER BY WHICH FREIGHT WILL BE HANDLED  
IN TRIANGLE AREA:

Spokane

1 bid run Spokane either thru to Seattle or via Wenatchee to Seattle, lay and return to Spokane either thru to Spokane or via Wenatchee to Spokane alternating with one like bid out of Seattle to Spokane, to be operated 5 days per week, one of which days will be a Spokane-Wenatchee and a Seattle-Wenatchee turn.

1 bid run Spokane - Portland via Pasco and return (3 days per week) (Presently being operated)

Seattle

1 bid run Seattle either thru to Spokane or via Wenatchee to Spokane. Lay and return to Seattle either thru to Seattle or via Wenatchee to Seattle alternating with one like bid out of Spokane to Seattle to be operated 5 days per week, one of which days will be a Seattle - Wenatchee and a Spokane - Wenatchee turn.

Portland

1 bid run Portland to Eastern Washington points, 6 days per week, run on a freight available basis. (Presently being operated.)

1 bid run Portland to Spokane via Pasco and return. (3 days per week - presently being operated.)

Triangle and intermediate triangle freight over and above that handled by schedules herein outlined will be handled by:

- 1) Sleepers dropping and picking up en route
- 2) Extra board



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Thomas H. Marrow Trucking Company  
2-9-4264

Change of Operations Locals involved: 208, Los Angeles, California  
357, Los Angeles, California  
481, San Diego, California  
542, San Diego, California  
692, Long Beach, California

Due to the financial condition of Thomas H. Marrow Trucking Company, we find it necessary to close our terminals at Los Angeles and San Diego on or before March 1, 1969. This would eliminate all pick-up, delivery and dock employees at Los Angeles, and would greatly reduce the pick-up and delivery, office, and maintenance employees at San Diego.

Those employees who will be affected by this terminal closing will be afforded employment elsewhere within the Company when and if such employment is available .



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Tillie Lewis Foods, Inc.  
2-9-4265

Change of Operations Locals involved: 104, Phoenix, Arizona  
439, Stockton, California

Tillie Lewis Foods requests the following Change of Operations:

Work will commence about April 15, 1969, and in order to accomplish this work, equipment must be moved to Arizona by April 1, 1969. Tillie Lewis Foods' plans are to move 10 power units and equal sets of trailers to Arizona. We will, however, offer all drivers, including men on layoff, an opportunity to transfer if they so desire.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4266

Thunderbird Freight Lines, Inc.

Change of  
Operations

Locals involved: 104, Phoenix, Arizona  
224, Los Angeles, California

PRESENT OPERATIONS:

Presently, the Company is operating between Phoenix, Arizona and Los Angeles, California with all drivers domiciled in Phoenix, Arizona, who are dispatched from Phoenix to Los Angeles, lay-over and return to Phoenix.

PROPOSED OPERATIONS:

- (a) The Company proposes to establish one schedule between Phoenix and Los Angeles to operate as a Desert Center turn with a Phoenix domiciled driver being dispatched to Desert Center to meet a Los Angeles domiciled driver dispatched from Los Angeles to Desert Center, with both drivers to meet and return to their respective home domicile points.
- (b) This run would operate on the basis of five trips per week, Monday through Friday, subject to available freight, and would be protected ahead of the bid through runs from Phoenix to Los Angeles.
- (c) The Company proposes to offer the new position in Los Angeles to its board of drivers in Phoenix for bid in accordance with their seniority, with the successful bidder to carry all of his company line seniority with him to apply at the Los Angeles terminal on the Los Angeles-Desert Center-Los Angeles run.
- (d) The Company will pay all moving expenses in accordance with the applicable provisions of the National Master Freight Agreement and the Western States Area Over-The-Road Supplemental Agreement.
- (e) The Company proposes to effect this change no earlier than February 24, 1969.

ADDITIONAL DESERT CENTER TURNS:

- (a) The Company feels confident that during the next six month period, subsequent to March 1, 1969, it will find it desirable to establish up to two more additional Desert Center turns between Los Angeles and Phoenix for a possible total of three.
- (b) With this in mind, the Company would request approval during the next six month period to establish the additional Desert Center turns as outlined in "(a)" above, upon the Company giving a 30 day written notice of such intention to the respective Local Unions involved; namely, Locals 104, Phoenix and 224, Los Angeles.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4267

United Buckingham Freight Lines

Change of  
Operations

Locals involved:

81, Portland, Oregon  
699, Hoquiam, Washington  
741, Seattle, Washington

Local 81: Elimination of run due to terminal closing in  
Hoquiam and placing the man on the board in proper place.

Local 699: We are closing the Hoquiam, Washington ter-  
minal due to the fact that it is an economic failure. We wish  
to retain the rights to run into the area for any straight load  
business that may develop.

Local 741: Due to the fact we are closing the Hoquiam  
Washington terminal there will no longer be any need of  
any driver for this area.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # United-Buckingham Freight Lines  
2-9-4268

Change of Local involved: 690, Spokane, Washington  
Operations

The Company is requesting a Change of Operations as indicated below.

PRESENT OPERATION:

Spokane, Washington to Missoula, Montana is being run on a divisional basis on a bid run Sunday through Saturday.

PROPOSED CHANGE:

That this run from Spokane, Washington to Missoula, Montana be made on a turn and mileage basis due to economic reasons.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE

\* \* \* \* \*

Case # Valley - Copperstate System  
2-9-4269

Change of Operations Locals involved: 81, Portland, Oregon  
85, San Francisco, California  
150, Sacramento, California  
287, San Jose, California  
439, Stockton, California

PRESENT OPERATION - STOCKTON:

Stockton terminal now has three men, members of Local 439, two bid Stockton to Montebello, on a three trip one week, two trips next week, one bid Stockton to Montebello, two trips per week and one Delano turnaround.

PROPOSED CHANGE:

Valley Copperstate System proposes to close the three bids and move the equipment to Montebello.

PRESENT OPERATION - SAN JOSE:

San Jose terminal now has two men, members of Local 287, bid San Jose to Montebello, on a three trips one week, two trips next week basis.

PROPOSED CHANGE:

Valley Copperstate System proposes to close these two bids and move the equipment to Montebello.

PRESENT OPERATION - SAN FRANCISCO:

San Francisco terminal now has four men, members of Local 85, bid San Francisco to Montebello, on a three trips one week, two trips the next week basis.

PROPOSED CHANGE:

Valley Copperstate System proposes to close these four bids and move the equipment to Montebello.

PRESENT OPERATION - SLEEPER CAB OPERATION:

Through freight between Oregon and Montebello now goes by Portland based sleepers to Montebello and return.

PROPOSED CHANGE:

The Company proposes to eliminate the Sleeper Operation entirely and run between Montebello and Portland on a single man division, slip seat operation, as per attached schedule.

Sacramento terminal now has five men, members of Local 150, bid on a three trips one week, two trips next week, Sacramento to Montebello.

(Continued on following Page)



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Valley - Copperstate System  
2-9-4269

Change of  
Operations

Locals involved:

81, Portland, Oregon  
85, San Francisco, California  
150, Sacramento, California  
287, San Jose, California  
439, Stockton, California

PROPOSED CHANGE - SLEEPER CAB OPERATION:

The Company proposes to eliminate these runs and move the equipment to Montebello. The five displaced by this move will be offered employment on the Sacramento to Redding turnaround leg of the Montebello to Portland "Slip Seat" operation. This run will operate six (6) days per week, Tuesday through Sunday.

The "Slip Seat" freight will then go from Redding to Medford, with drivers stationed in Medford on a turnaround basis.

The freight will then move from Medford to Portland by Portland drivers, domiciled in Portland and running Portland to Medford and layover.



CHANGE OF OPERATIONS BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Wells Cargo, Inc.  
2-9-4270

Change of Operations Locals involved: 150, Sacramento, California  
533, Sparks, Nevada

Wells Cargo, Inc. requests a change of line operation between  
Sacramento, California and Reno, Nevada.

The change to be made would involve running two or more  
schedules a day from Sacramento to Reno and return to Sacramento.  
Two schedules a day are presently running from Sacramento  
to Reno and return on a mutual agreement basis between applicant  
and Local 150 of Sacramento and Local 533 of Sparks, Nevada.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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COMMITTEE FOR LOCAL OPERATIONS:

#8-8-3944	(28)	Local: 357	P. M. T.
#8-8-3945	(29)	Local: 357	P.M.T. - TOFC Yard
#11-8-4103	(30)	Local: 17	I. C. X.
#11-8-4104	(31)	Local: 17	Navajo Freight Lines
#11-8-4105	(32)	Local: 17	Navajo Freight Lines
#11-8-4106	(33)	Local: 17	Navajo Freight Lines
#11-8-4107	(34)	Local: 17	N.W. Transport Service
#11-8-4108	(35)	Local: 17	N.W. Transport Service
#11-8-4109	(36)	Local: 17	Red Ball Motor Freight
#11-8-4110	(37)	Local: 17	Red Ball Motor Freight
#11-8-4116	(38)	Local: 208	Irish Truck Lines
#11--8-4119	(39)	Local: 222	Arizona-Utah Express
#11-8-4120	(40)	Local: 235	Consolidated Freightways
#11-8-4129	(41)	Local: 431	P. M. T.
#2-9-4271	(42)	Local: 81	Interstate Motor Lines
#2-9-4272	(43)	Local: 81	McCracken Bros. Motor Freight
#2-9-4273	(44)	Local: 150	I. M. L.
#2-9-4274	(45)	Local: 208	C.M.D. Transport
#2-9-4275	(46)	Local: 208	California Motor Express
#2-9-4276	(47)	Local: 208	City Transfer, Inc.
#2-9-4277	(48)	Local: 208	Exley Express



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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COMMITTEE FOR LOCAL OPERATIONS:

#2-9-4278	(49)	Local: 208	I. C. X.
#2-9-4279	(50)	Local: 208	Navajo Freight Lines
#2-9-4280	(51)	Local: 208	P. M. T.
#2-9-4281	(52)	Local: 208	Signal Trucking Co.
#2-9-4282	(53)	Local: 208	Transport Cartage + Distributing
#2-9-4283	(54)	Local: 235	Oertly Bros. Trucking
#2-9-4284	(55)	Local: 357	Consolidated Freightways
#2-9-4285	(56)	Local: 357	O. N. C.
#2-9-4286	(57)	Local: 357	Sav-On Freight
#2-9-4287	(58)	Local: 467	Inland Cities Express-Sackett Transp.
#2-9-4288	(59)	Local: 631	Union Pacific Motor Freight
#2-9-4289	(60)	Local: 692	City Transfer
#2-9-4290	(61)	Local: 692	P. M. T.
#2-9-4291	(62)	Local: 741	O. N. C.
#2-9-4292	(63)		
	(64)	LEAVES OF ABSENCE	



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
8-8-3944

Local 357, Los Angeles, California, and  
Pacific Motor Trucking

P & D  
Dispute

CASE #1328: Complaint by J. F. Tamburelli. "I have been laid off since February 5, 1968 due to lack of business. On May 16, 1968, P.M.T. had a load of beef consigned to Gelding Meat Company, 2716 E. Vernon Ave. Local 208 driver and Arturo Galan, 357 swamper, were dispatched with a load. At approximately 11:15 a.m. Galan started to unload. After about 20 minutes, Mr. Gelding of Gelding Meat Company said Galan wasn't unloading fast enough. Business Agent, Jack Valoff was present. He told P.M.T. Supervisor Cox to call P.M.T. for more help, but he refused to do so. Cox said he was going to put on two men from Vernon Unloading Service. Valoff told Cox if he did instead of calling P.M.T. for help, that he would have to pay two 357 men that were laid off 8 hours each. Cox replied he understood this; he then told Vernon Unloading Service to finish unloading the beef. They put four men in the trailer to finish unloading.

I am asking 8 hours pay for P.M.T. using Vernon Unloading Service men in my stead. I was available for work and not called. Amount requested - \$30.30.

A similar complaint is filed in behalf of S. R. Press for 8 hours pay. (Case #1330).

Cases #SC-7-8-1328 and 1330.

JSC Motion: That based on the facts presented in this case the claim of the Union be upheld.

Deadlocked Southern California JSC July 9, 1968.

August, 1968 JWAC Action: Postponed

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 357, Los Angeles, California, and  
8-8-3945 Pacific Motor Trucking - TOFC Yard

P & D  
Dispute

CASE #1041: For and on Behalf of: S. Press - "On 4-8-68 M. Lazeby, P.M.T. driver, was dispatched to Rath Packing at 2809 E. 44th Street, Vernon, California, with a load of bacon fats and was told by dispatcher to hire two non-Union men of the unloading service to work the load. The P.M.T. driver hired the two non-Union men. I am claiming 8 hours pay at \$31.16 for doing my work which P.M.T. failed to call me for.

CASE #1042: - For and on behalf of: J. Tamburelli: "On 4-8-68, Mr. Lazenby, P.M.T. driver, was dispatched to Rath Packing at 2809 E. 44th Street, Vernon, California with a load of bacon fats and was told by dispatcher to hire two non-Union men of the unloading service to do our work. The P.M.T. driver hired the two non-Union men. I am claiming 8 hours pay in the amount of \$31.16 for doing my work which P.M.T. failed to call me for.

Cases #SC-6-(5)-8-1041 and 1042.

JSC Motion: That based on the facts presented in this case the claim of the Union be upheld.

Deadlocked Southern California JSC June 5, 1968.

August, 1968 JWAC Action: Postponed.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
11-8-4103

Local 17, Denver, Colorado, and  
Illinois - California Express

P + D  
Dispute

Robert Johnson claiming one hour early call in for a bid  
vacation.

Case #74.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC October 2, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
11-8-4104

Local 17, Denver, Colorado, and  
Navajo Freight Lines, Inc.

P + D  
Dispute

Teamsters Local 17 is filing in behalf of 20% employees  
D. Talbot - R. Everley - H. Wren - M. Trujillo -  
L. Hodges - H. Gandora, who were worked on Saturday,  
July 6, 1968 and were paid straight time.

Case #53.

JSC Motion: None given .

Deadlocked Colorado-Wyoming JSC August 7, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 17, Denver, Colorado, and  
11-8-4105 Navajo Freight Lines, Inc.

P + D L. C. Gariepy worked 6 days, the week ending June 1st and  
Dispute was paid regular time, which should have been at time and  
one half.

Donald Talbot worked Saturday, June 1, 1968. This was  
his 6th day of the week and he was paid straight time for the  
day. Should have been paid at the rate of time and one half.

Cases #40 and 42.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC August 7, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

\* \* \* \* \*

Case #  
11-8-4106

Local 17, Denver, Colorado, and  
Navajo Freight Lines, Inc.

P + D  
Dispute

Local 17 is filing in behalf of L. Gariepy for work performed  
on Saturday, July 6, 1968. Pay claim of \$14.92.

Case #54.

JSC Motion: None given.

Deadlocked Colorado, Wyoming JSC August 7, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 17, Denver, Colorado, and  
11-8-4107 N. W. Transport Service

P + D On July 18, 1968, non-Union employee Gerald Johnson backed  
Dispute pickup unit #1-36 into the dock and unloaded freight. Grievance  
is hereby being filed by the local in the name of member  
Thomas Butler, the senior non-working member.

Case #16.

JSC Motion: None given.

Deadlocked October 2, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 17, Denver, Colorado, and  
11-8-4108 N. W. Transport Service

P + D Lee Gonzales is protesting the violation of his seniority rights.  
Dispute Pay claim is for \$11.04, August 23, 1968.

Also claiming violation of his seniority rights for August  
26, 1968 (\$11.04)

Cases #56 and #57.

JSC Motions: None given.

Deadlocked Colorado-Wyoming JSC October 2, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
11-8-4109

Local 17, Denver, Colorado, and  
Red Ball Motor Freight, Inc.

P + D  
Dispute

Local 17 is requesting the 4th of July, holiday pay for the  
following employees:

Dennis Hove  
Bryon Holmes  
Howard Heister  
Bart Gates  
Wm. Clark

Phil Bissell  
Wm. Skeen  
Andy Herrebout  
Paul Beshara

Cases #10 and #17.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC October 2, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
11-8-4110

Local 17, Denver, Colorado, and  
Red Ball Motor Freight, Inc.

P + D  
Dispute

D. R. Bolin is filing pay claim for \$9.32 . Bob Bernett a  
casual worked and deprived Bolin of his overtime.

Case #64.

JSC Motion: None given.

Deadlocked Colorado, Wyoming JSC August 7, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 208, Los Angeles, California, and  
11-8-4116 Irish Truck Lines, Inc.

P + D This member has a bid 10:00 a.m. heavy-duty shag run and on  
Dispute June 12th and 13th was paid heavy-duty. This member was  
not paid for other days as heavy-duty and is entitled to same.

This claim is for all days he is entitled to the heavy-duty  
pay.

Case #SC-8-8-1576.

JSC Motion: That the claim of B. D. Dickenson be denied.

Deadlocked Southern California JSC August 8, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

\* \* \* \* \*

Case #  
11-8-4119

Local 222, Salt Lake City, Utah, and  
Arizona-Utah Express

P + D  
Dispute

The Company recently acquired a new terminal in Salt Lake City. On Saturday, September 14, 1968, when the new terminal was not otherwise open for business the day shift lead man, Frank Dipitro (seniority date 11-22-55) and the afternoon shift lead man, Bruce Williams (seniority date 3-7-66) both Teamster members in the bargaining unit, were at the new terminal laying out the dock, painting lines and getting things ready for beginning operations. While they were working, a customer, Rubber Engineering Co. saw the dock open and dropped off 5 cartons of freight totaling 1400 pounds. Williams, upon instructions of Dipitro, accepted the freight and signed for it.

The Union claims eight hours at overtime rate for Richard P. Sorensen, a pick-up driver who is junior to Dipitro (and two other employees who did not work) but who is senior to Williams.

Case #1332 (Oct. 68-8)

JSC Motion: That the Union's claim be upheld.

Deadlocked Utah-Idaho JSC October 9, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
11-8-4120

Local 235, Orange, California, and  
Consolidated Freightways

Office  
Dispute

Local 235 contends there are 7 people at Company's Orange terminal. Work is intermingled between PUD Office and line office work and claim seniority list should contain 7 names.

Case #SC-8-8-1456.

JSC Motion: That the claim of the Union be upheld and that the other five people be included on the seniority list.

Deadlocked Southern California JSC August 6, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
11-8-4129

Local 431, Fresno, California, and  
Pacific Motor Trucking

P + D  
Dispute

Union claims time for Lloyd Rice and any and all drivers  
who were not paid for time traveled from Fresno terminal  
to Huron, Mendota and Firebaugh and return time - 45  
days retro.

Case #CV-98-2188.

JSC Motion: That the men are to be paid from the time  
they report at their home terminal until they are relieved  
from duty at their home terminal.

Deadlocked California Valley JSC (no date of action given)

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

\* \* \* \* \*

Case #  
2-9-4271

Local 81, Portland, Oregon, and  
Interstate Motor Lines

P + D  
Dispute

Local 81 is in dispute with Interstate Motor Lines over the  
application of checkers classification and rate of pay.

It is the Union's position that since the Company required the  
employees to tally the freight off the line haul equipment and  
sign or initial bill or manifest, the men are entitled to checkers  
pay.

It is the Company's position that these men are not checking but  
loading and come under the category of dock workers.

JSC Motion: That the Union's position be upheld.

Case #1179.

Deadlocked Oregon JSC November 4, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 81, Portland, Oregon, and  
2-9-4272 McCracken Brothers Motor Freight

P + D  
Dispute

The Union contends that on the day in question a Saturday, Earl McCracken, Owner , hostled equipment from Garrett Freightlines' terminal to his own terminal. The Union feels since this is bargaining unit work it should have been done by the senior man, Harry Cleveland.

The Company's position is that a previous JWC ruled that an owner can operate equipment if it does not deprive a man work. That if Mr. McCracken had not done this work it would have waited until Monday since it was not necessary to bring the equipment back on Saturday. Therefore the Company does not feel Cleveland was deprived of work.

Case #1208.

JSC Motion: That the Union's position be upheld and Harry Cleveland be paid four hours at the premium rate.

Deadlocked Oregon JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 150, Sacramento, California, and  
2-9-4273 I. M. L.

P + D Union protests elimination of classification of working lead man  
Dispute and requests that Ed Meyer be paid the 10% premium for work  
previously performed by lead man.

Case #CV-118-2264.

JSC Motion: That the case of the Union be upheld.

Deadlocked California Valley JSC November 25, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 208, Los Angeles, California, and  
2-9-4274 C. M. D. Transport, Inc.

P and D  
Dispute

On behalf of Ramirez, Velasquez, Starr and Briggs:  
The Company has a 7:00 A.M. starting time with only four people who have bid it. The senior people to this bid waived their seniority for bid for assignment to a particular tractor. The Company has been starting people ahead of these four bid men.

Position of Local 208 is that the Company reimburse these four members for any time the Company started other people ahead of them; (for all hours due at the overtime rate), and that Company continues until this practice is stopped.

Case # SC-12-(11)-8-2099.

JSC Motion: That based on the facts presented, the claim of the Union be denied.

Deadlocked Southern California JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4275

Local 208, Los Angeles, California, and  
California Motor Express

P + D  
Dispute

Harry Ramsey requests that he be paid one hour per day  
for every day a junior man started ahead of him; 45 days  
prior to the date of filing this grievance.

Case #SC-12-8-2232.

JSC Motion: That under Article III (b) of the Southern  
California Joint State Rules of Procedure, this case is  
improperly before this committee.

Deadlocked Southern California JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 208, Los Angeles, California, and  
2-9-4276 City Transfer, Inc.

P + D  
Dispute

Wherein Article 52 suggests two distinct requirements for crediting employees for pension benefits (per week and per day); and wherein the Company and the Union disagree as to the Company's obligations and/or requirements in crediting probationary employees, the Local Union therefore requests interpretation as to the intent, meaning and application of Article 52, specifically inquiring as to the Employer's obligation to credit a probationary employee on a per day basis.

Case #SC-12-(11)-8-2107.

JSC Motion: That the Company has properly applied Article 52, Section 1 of the Agreement as it applies to Cummins, Montrengo and Santrioz.

Deadlocked Southern California JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 208, Los Angeles, California, and  
2-9-4277 Exley Express

P + D Art Calderon, Dan Saldana and 20 John Does request that the  
Dispute Company pay each employee a minimum of 5 hours at the  
applicable rate for the men waiting to receive their paychecks  
on October 4, 1968.

Case #SC-12-(11)-8-2128.

JSC Motion: That the position of the Union be upheld.

Deadlocked Southern California JSC December 3, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4278

Local 208, Los Angeles, California, and  
Illinois California Express

P and D  
Dispute

Whereas, C. H. Luckinbill was on his annual vacation during the week of July 29th through August 4th, 1968, reporting back to work at his regular starting time, 8:30 A.M. on the date of August 5th; and whereas, during the time of this vacation, a temporary bid was posted for an 8:00 A.M. starting time on a heavy duty bid. The above said bid was posted, bidden and awarded to Chuck Pembroke, a junior employee. Now, therefore, the Local Union submits that Luckinbill was qualified, able and available to have been awarded this bid; also, that Luckinbill was entitled to this bid in accordance with his seniority.

For and on behalf of Luckinbill, the Local Union claims assignment to this 8:00 A.M. bid. The Local Union also claims all monies Luckinbill would have earned had he been correctly worked in this position of seniority. The Local Union further requests premium time from the starting time assigned Luckinbill and the starting time of the junior employee on this referred to position.

Case # SC-12-(9)-8-1734.

JSC Motion: That the claim of C. H. Luckinbill be denied.

Deadlocked Southern California JSC December 4, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4279

Local 208, Los Angeles, California, and  
Navajo Freight Lines

P and D  
Dispute

On behalf of A. B. Williamson: On Saturday, 9/13/68, company  
interlined a pick-up to Griley Security instead of using this driver.  
Claim is for 8 hours at premium rate of pay.

Case # SC-12-(11)-8-2163

JSC Motion: That the claim of A. B. Williamson be denied.

Deadlocked Southern California JSC December 5, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4280

Local 208, Los Angeles, California, and  
Pacific Motor Trucking

P and D  
Dispute

A. W. Loerke claims three and one-half (3 1/2) hours each day from 7/10/68 through 8/12/68 when company brought junior man (Slivkoff) in ahead of Loerke.

Case # SC-12-(10)-8-1951.

JSC Motion: That the claim of A. W. Loerke be allowed inasmuch as the Company failed to recognize seniority when they reduced a shift.

Deadlocked Southern California JSC December 5, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4281

Local 208, Los Angeles, California, and  
Signal Trucking Co., Ltd.

P and D  
Dispute

Ralph Martinez, et al, claims that the stores they have bid on to  
service have been taken away from them and another carrier  
brought in to service these stores.

The Union is claiming all monies the drivers from the other  
carriers have made that these men should have made.

Case # SC-12-(11)-8-2189.

JSC Motion: That based on the evidence presented, that Sears  
has elected to give a portion of their freight to Borrego and Lads,  
and that Signal's work force was not reduced, the claim of the  
Union be denied.

Deadlocked Southern California JSC December 6, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
2-9-4282

Local 208, Los Angeles, California, and  
Transport Cartage and Distributing Company

P and D  
Dispute

Ivan Frankel claims equivalent earnings of Robert Brockway  
for date of August 12, 1968, when Company elected to award  
assignment to the junior man when both were available for  
dispatch.

Case # SC-12-(10)-8-1969.

JSC Motion: That under Article III (b) of the Southern California  
Joint State Committee Rules of Procedure, this case is impro-  
perly before this Committee.

Deadlocked Southern California JSC December 9, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 235, Orange, California, and  
2-9-4283 Oertly Bros. Trucking Company

P + D This involves Ira J. Conklin. The Company dispatched an outside  
Dispute truck on a line run when the Company drivers were available.  
We are requesting that the drivers be compensated in the proper  
amount for that particular run. The previous Company dispatches  
will show that all drivers have made these runs. Also, that  
they were dispatched to the same location after the mis-dispatch  
occurred. (Case #SC-1-9-(12-8)-2302)

Case #SC-1-9-(12-8)-2303: This involves George Harding. The  
Company dispatched an outside truck on a line run when the  
Company drivers were available. We are requesting that the  
drivers be compensated in the proper amount for that particular  
run. The previous Company dispatches will show that all drivers  
have made these runs. Also, that they were dispatched to the  
same location after the mis-dispatch occurred.

Cases #SC-1-9-(12-8)-2302 and 2303.

JSC Motions: (Case #2302) That based on the facts presented  
the claim of Ira J. Conklin be denied.  
(Case #2303) That based on the facts presented, the claim of  
George Harding be denied.

Deadlocked Southern California JSC January 6, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 357, Los Angeles, California, and  
2-9-4284 Consolidated Freightways

P + D  
Dispute

Case #2331: For and on behalf of Albert Atkins: On October 12, 1968, I received a call requesting me to be at work the following morning at 0500. When I arrived at the Company I was met at the gate by 2 guards who refused me entrance. I explained that I was called by the Company, but the guards said that no one was to enter except line drivers and Supervisors. One of the guards left to check on what I had told him, this was approximately 0445. At 0455 I was still waiting when a taxi arrived and another 357 member, Roger Trujillo got out. He too was refused entrance to the Company. During our discussion with the guard a line driver came out and overheard our conversation. I believe his name is Bill Niel, and he heard the guard refuse to let us enter the Company and work. The time was then approximately 0510. Roger having arrived in a taxi which cost him \$5.60 had no way to get home, so I took him home.

I feel that I am entitled to a full 8 hours overtime at hostlers pay, the reason being that I did try to work but was turned away after being called. I request 8 hours in the amount of \$48.24.

Case #2332: For and on behalf of: Roger Trujillo: On October 12, 1968, I received a telephone call from Mr. Blimson, Dock Supervisor in which I was asked to report to work Sunday, October 13, 1968 at 0500 A.M. In order to get to work that morning I was forced to take a cab, paying \$5.60 one way. As I arrived at the gate the guard in charge said that he had strict orders not to let anyone but the line drivers and Supervisors in. I was not only inconvenienced by taking a cab, but also in the amount of time lost. The trouble taken to advise me to report to work could have also applied in advising me not to report. I request to be paid 8 hours at time and one-half.

Cases #SC-1-9-(12-8)-2331 and 2332.

JSC Motion: That the claim of A. Atkins and R. Trujillo be allowed.

Deadlocked Southern California JSC January 7, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 357, Los Angeles, California, and  
2-9-4285 O. N. C. Motor Freight System

Office FOR AND ON BEHALF OF: Edward Barros. "From September  
Dispute 16, 1968 thru September 30, 1968 the Company worked Charles  
Veltri and Joe Astrosky on the verification desk on overtime,  
when I have more seniority than both of them.

On Charles Veltri times I am claiming 12 hours and on Joe  
Astrosky 3 hours. We were all on overtime and being that I  
have seniority, I should have been asked to stay."

Total amount of claim - \$85.95.

Case #SC-11-8-2070.

JSC Motion: That the claim of Edward Barros be denied.

Deadlocked Southern California JSC November 6, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 357, Los Angeles, California, and  
2-9-4286 Sav-On Freight

Office  
Dispute

FOR AND ON BEHALF OF: Janice Fuller. On Saturday, August 17, 1968 the Company brought in a new hire Alan Ward, seniority date of August 12, 1968 and he performed my duties which is pulling out the cards from the tub in the I. B. M. room.

The Company claims the senior tab operator was only training him to familiarize himself with their operation. When I left on Friday, August 16, 1968, there was at least 8 hours of my work to be done and when I came to work Monday, August 19th the work was cleaned up. I am claiming 8 hours pay at time and one-half, in the amount of \$39.36.

Case #SC-11-8-2071.

JSC Motion: That the claim of Janice Fuller be allowed.

Deadlocked Southern California JSC November 6, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 467, San Bernardino, California, and  
2-9-4287 Inland Cities Express, Inc. - Sackett Transportation

P + D Local 467 hereby files a grievance against Sackett Transporta-  
Dispute tion under Article 43, Section 5, of the Pick-Up and Delivery  
Agreement in behalf of Floyd Delay.

On September 24, 1968 Delay's seniority was violated when  
the Company used a junior employee in the shop and used a  
senior shop employee to do driving while Delay was off.  
Symmes made a pickup at Amax Aluminum at 3:15 P.M.  
Claim 8 hours - \$31.16.

Case #SC-12-(11)-8-1990.

JSC Motion: That the claim of Floyd Delay be allowed.

Deadlocked Southern California JSC December 9, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4288

Local 631, Las Vegas, Nevada, and  
Union Pacific Motor Freight

P + D  
Dispute

Case #2456: - I was not called in to work on Sunday, December 15, 1968 and a junior employee was called in. Also, trailers were deramped that day and I hold the bid of ramp man helper. Signed: Wm. G. Rinehardt.

Case #2457: - I was not called in to work on Sunday, December 15, 1968 and a junior employee was called in. Also trailers were deramped that day and I hold the bid of ramp man. Signed: Clinton Paul Parker.

Cases #SC-1-9-2456 and 2457.

JSC Motion: That based on JWC Case #2-4-1176, the claim of Rinehardt and Parker be denied.

Deadlocked Southern California JSC January 6, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4289

Local 692, Long Beach, California, and  
City Transfer

P + D  
Dispute

On Sunday, November 10, 1968, Chet Reed was called in. This is a bid mud board. D. C. Connors worked Saturday, November 8, 1968. We feel Mr. Reed was called in to keep from paying double time to Mr. Connors. Mr. Reed is not bid on this board.

Case #SC-12-8-2313.

JSC Motion: That the claim of D. C. Connors be allowed.

Deadlocked Southern California JSC December 10, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4290

Local 692, Long Beach, California, and  
Pacific Motor Trucking

P + D  
Dispute

On Saturday, October 26, 1968 Pacific Motor Trucking worked 24 men at C.F.S. and they called B. Griffins Tow Motor Rental to combine two loads of cotton into one load and six men were not asked to work that Saturday. J. L. Nickelson was next man up to work and we therefore feel Pacific Motor Trucking owes him 8 hours pay at the applicable overtime rate.

Case #SC-1-9-2471.

JSC Motion: That J. L. Nickelson be paid 4 hours at the overtime rate.

Deadlocked Southern California JSC January 7, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 741, Seattle, Washington, and  
2-9-4291 O. N. C. Motor Freight System

P + D Local 741 requests O.N.C. to pay Bill Graving 45 minutes  
Dispute that the Company deleted from his time card.

Case #2235 (U).

JSC Motion: That the claim of the Union be denied.

Deadlocked Washington JSC November 20, 1968.



REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE

\* \* \* \* \*

Case #  
2-9-4292

- L-715      JAMES P. VIZIGIAN, member of Local 357, Los Angeles, California. Employee of Valley Express Co. Request is for a period of 90 days, effective October 28, 1968, for the purpose of a trial experience for a Supervisory position.
- L-716      J. D. HEIN, member of Local 208, Los Angeles, California. Employee of Pacific Motor Trucking. Request is for a period of 90 days, effective November 4, 1968, for the purpose of Supervisory work.
- L-717      D. R. MATA, member of Local 208, Los Angeles, California. Employee of P. I. E. Request is for a period of 90 days, effective November 1, 1968, for the purpose of Supervisory work.
- L-718      CHARLES W. MONROE, member of Local 180, Los Angeles, California. Employee of LASME. Request is for a period of 90 days, effective November 25, 1968, for the purpose of accepting Supervisory position as Foreman on LASME Los Angeles dock.
- L-719      HALL C. COWEN, JR., member of Local 190, Billings, Montana. Employee of Garrett Freight Lines, Inc. Request is for a period of 90 days, effective December 9, 1968, for the purpose of accepting position as Secretary-Treasurer of Local 190.
- L-720      JESSE CLYDE SIRLS, member of Local 208, Los Angeles, California. Employee of Hopper Truck Lines. Request is for a period of 90 days, effective December 2, 1968, for the purpose of working for Company in non-Union capacity (Salesman).
- L-721      JOHN C. MOHLIN, member of Local 208, Los Angeles, California. Employee of Real Transportation. Request is for a period of 90 days, effective December 9, 1968, for the purpose of taking position of Dispatcher.
- L-722      DONALD EDWARD SHIELDS, member of Local 692, Long Beach, California. Employee of Clark-Inland Cartage Division. Request is for a period of 30 days, effective November 24, 1968, for the purpose of taking position of Dispatcher.
- L-723      ALBERT S. VILLAGRAN, member of Local 357, Los Angeles, California. Employee of Valley Copperstate System. Request is for a period of 90 days, effective December 2, 1968, for the purpose of taking position of Dock Supervisor.



REQUESTS TO THE JWAC FOR APPROVAL OF LEAVES OF ABSENCE  
\* \* \* \* \*

Case #  
2-9-4292

L-724

O. W. WOOD, member of Local 357, Los Angeles, California. Employee of Coast Cartage Co. Request is for a period of 30 days, effective December 18, 1968, for the purpose of taking position of Dock Foreman.

L-725

KENNETH HORTON, member of Local 692, Long Beach, California. Employee of City Transfer. Request is for a period of 90 days, effective December 23, 1968, for the purpose of taking job as Dispatcher.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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MAIN COMMITTEE:

#11-7-3422	(65)	Local: 468 P. M. T.	OTR Dispute
#2-8-3618	(66)	Local: 468 O. N. C.	OTR Dispute
#5-8-3798	(67)	Local: 439 Molasses Truck Service	Tanker Dispute
#5-8-3831	(68)	Local: 961 Navajo Freight Lines	OTR Dispute
#5-8-3832	(69)	Local: 961 Navajo Freight Lines	OTR Dispute
#5-8-3834	(70)	Local: 961 Navajo Freight Lines	OTR Dispute
#5-8-3835	(71)	Local: 961 Navajo Freight Lines	OTR Dispute
#5-8-3836	(72)	Local: 961 Navajo Freight Lines	OTR Dispute
#5-8-3837	(73)	Local: 961 Navajo Freight Lines	OTR Dispute
#8-8-4026	(74)	Local: 961 DC International	Automotive Dispute
#8-8-4027	(75)	Local: 961 Navajo Freight Lines	OTR Dispute
#11-8-4133	(76)	Local: 2 N. P. Transport	OTR Dispute
#11-8-4134	(77)	Local: 17 Santa Fe Trail Transportation	Master Dispute
#11-8-4136	(78)	Locals: 31-231-741 Lynden Transfer	Interpretation
#11-8-4141	(79)	Local: 81 Consolidated Freightways	OTR Dispute
#11-8-4142	(80)	Local: 81 Garrett Freightlines	OTR Dispute
#11-8-4155	(81)	Local: 180 LASME	OTR Dispute
#11-8-4163	(82)	Local: 222 Garrett Freightlines	OTR Dispute
#11-8-4164	(83)	Local: 222 Garrett Freightlines	OTR Dispute
#11-8-4165	(84)	Local: 222 Milne Truck Lines	OTR Dispute
#11-8-4166	(85)	Local: 224 Arizona-Pacific Tank Lines	Tanker Dispute
#11-8-4168	(86)	Locals: 224 - 310 Cantlay + Tanzola	Tanker Dispute



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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MAIN COMMITTEE:

#11-8-4170	(87)	Local: 224 Consolidated Freightways	OTR Dispute
#11-8-4171	(88)	Local: 224 I. C. X.	OTR Dispute
#11-8-4172	(89)	Local: 224 LASME	OTR Dispute
#11-8-4194	(90)	Local: 961 DC International	Automotive Dispute
#11-8-4195	(91)	Local: 961 DC International	Automotive Dispute
#11-8-4196	(92)	Local: 961 DC International	Automotive Dispute
#11-8-4197	(93)	Local: 961 Navajo Freight Lines	OTR Dispute
#11-8-4198	(94)	Local: 961 Navajo Freight Lines	OTR Dispute
#11-8-4199	(95)	Local: 961 Navajo Freight Lines	OTR Dispute
#11-8-4200	(96)	Local: 961 Navajo Freight Lines	OTR Dispute
#11-8-4201	(97)	Local: 961 Navajo Freight Lines	OTR Dispute
#11-8-4202	(98)	Local: 961 Navajo Freight Lines	OTR Dispute
#11-8-4203	(99)	Local: 961 - 17 Navajo Freight Lines	Master Dispute
#11-8-4204	(100)	Locals: 961 - 17 The Ringsby System	OTR Dispute
#11-8-4205	(101)	Local: 961 Rio Grande Motor Way	OTR Dispute
#11-8-4207	(102)	Local: 962 Pierce Freightlines	OTR Dispute
#11-8-4246	(103)	Local: 224 Exley Express	OTR Dispute
#11-8-4247	(104)	Locals: 386 - 439 P. M. T.	OTR Dispute



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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MAIN COMMITTEE:

#2-9-4293	(105)	Locals: 17-81-146-154-223-744-961 DC International	Master Dispute
#2-9-4294	(106)	Local: 81 Consolidated Freightways	OTR Dispute
#2-9-4295	(107)	Local: 81 Consolidated Freightways	OTR Dispute
#2-9-4296	(108)	Local: 81 Evert's Commercial Transport	Tanker Dispute
#2-9-4297	(109)	Local: 81 Garrett Freight Lines	OTR Dispute
#2-9-4298	(110)	Local: 81 O. N. C.	OTR Dispute
#2-9-4299	(111)	Local: 81 O. N. C.	OTR Dispute
#2-9-4300	(112)	Local: 81 United-Buckingham-Norwalk	Factual Interpretation
#2-9-4301	(113)	Barkoff Container + Supply Co. Local: 85	Master Dispute
#2-9-4302	(114)	Local: 180 I. C. X.	OTR Dispute
#2-9-4303	(115)	Local: 186 Allyn Transportation	Tanker Dispute
#2-9-4304	(116)	Local: 190 Garrett Freightlines	OTR Dispute
#2-9-4305	(117)	Local: 190 Garrett Freightlines	OTR Dispute
#2-9-4306	(118)	Local: 208 Consolidated Freightways	Master Dispute
#2-9-4307	(119)	Local: 208 Milton's Express	Master Dispute
#2-9-4308	(120)	Local: 222 Garrett Freightlines	OTR Dispute
#2-9-4309	(121)	Local: 222 Garrett Freightlines	OTR Dispute
#2-9-4310	(122)	Local: 224 Consolidated Copperstate	OTR Dispute
#2-9-4311	(123)	Consolidated Freightways Local: 224	OTR Dispute
#2-9-4312	(124)	Local: 224 Paxton Truck Co.	OTR Dispute
#2-9-4313	(125)	Local: 255 Exley Express	Master Dispute
#2-9-4314	(126)	Delta Lines Local: 287	OTR Dispute



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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MAIN COMMITTEE:

#2-9-4315	(127)	Local: 315 Evert's Transportation	Tanker Dispute
#2-9-4316	(128)	Local: 386 American Transfer	Tanker Dispute
#2-9-4317	(129)	Local: 467 Cargo Carriers	Master Dispute
#2-9-4318	(130)	Local: 467 Sorkness Truck Lines	Tanker Dispute
#2-9-4319	(131)	Local: 468 Bigge Drayage Co.	OTR Dispute
#2-9-4320	(132)	Local: 468 Bigge Drayage Co.	Master Dispute
#2-9-4321	(133)	Local: 468 Bigge Drayage Co.	Sub-Contracting
#2-9-4322	(134)	Local: 468 Midwest Machinery Movers	OTR Dispute
#2-9-4323	(135)	Local: 468 O. N. C.	OTR Dispute
#2-9-4324	(136)	Local: 495 Consolidated Freightways	Automotive Dispute
#2-9-4325	(137)	Local: 495 P. M. T.	Automotive Dispute
#2-9-4326	(138)	Local: 495 Western Gillette	Automotive Dispute
#2-9-4327	(139)	Local: 690 Companies Signatory to N.M.F.A and Supplements	Interpretation
#2-9-4328	(140)	Local: 690 Garrett Freightlines	OTR Dispute
#2-9-4329	(141)	Local: 692 Owl Truck	Heavy Hauling Dispute
#2-9-4330	(142)	Local: 692 Owl Truck	Master Dispute
#2-9-4331	(143)	Local: 692 Owl Truck	Heavy Specialized * Oilfield Agreement
#2-9-4332	(144)	Local: 692 P. M. T.	Funeral Leave
#2-9-4333	(145)	Local: 741 O. N. C.	OTR Dispute
#2-9-4334	(146)	Local: 898 Imperial Truck Lines	OTR Dispute
#2-9-4335	(147)	Local: 961 The Ringsby System	OTR Dispute
#2-9-4336	(148)	Local: 961 The Ringsby System	OTR Dispute
#2-9-4337	(149)	Local: 961 Santa Fe Trail	OTR Dispute
#2-9-4338	(150)	Local: 962 Consolidated Freightways	OTR Dispute



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 468, Oakland, California, and  
11-7-3422 Pacific Motor Trucking

O-T-R Runaround for Vernon Cramer. A Los Angeles driver on the  
Dispute preferred extra board left Oakland with a Stockton load. He  
dropped the load at Stockton, picked up a Los Angeles load and  
proceeded to his home terminal. The Union's position is that  
the Stockton load was short line work and he is filing runaround  
for a shortline driver.

The Company's position is that this is normal procedure and  
return out-of-town drivers to their home terminal.

Case #CB-2287.

JSC Motion: That the claim of the Union be upheld.

Deadlocked California Bay JSC October 17, 1967.

November, 1967 JWAC Action: M/m/s/c/ that the claim of  
the Union be upheld and the Company and the Unions are instructed  
to get together and set up dispatch procedures.

NOTE: The February, 1968 JWAC did not approve the Minutes  
in this case but retained jurisdiction.

May, 1968 JWAC Action: Postponed.

August, 1968 JWAC Action: Postponed.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 468, Oakland, California, and  
2-8-3618 O. N. C. Fast Freight

O-T-R Union claiming 8 hours runaround December 18, 1967 in the  
Dispute name of Joseph Moniz.

Case #CB-2396.

JSC Motion: That the claim of the Union be denied.

Deadlocked California Bay JSC January 16, 1968.

February, 1968 JWAC Action: M/m/s/c/ that this committee retain jurisdiction of this case pending a decision on the PMT case which was not approved when we approved the Agenda at the Monday meeting.

May, 1968 JWAC Action: Postponed.

August, 1968 JWAC Action: Postponed.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 439, Stockton, California, and  
5-8-3798 Molasses Truck Service

Tanker Dispute Molasses Truck Service is not paying the proper scale as per contract, to-wit: mileage scale on the following employees: Albert Darrah, Harold Tardio, Jack Merrill, Haddic Henderson, Tony Mello, Virgil Selby, David Howell, Lawrence Machado, Donald Von Berg, Reber Johnston, Theodore Cline, Lambert Van Dykhuizen, Wm. Rossi, Albert Holybee, Larry Machado.

Case #AH-28-35.

JSC Motion: That the Company be instructed to comply with Article 1 of the A&H Supplemental Agreement and pay all wages and conditions of the California-Arizona-Nevada Transport Tank Supplemental Agreement which is the applicable agreement in this case.

Deadlocked California Valley JSC February 28, 1968.

May, 1968 JWAC Action: Postponed.

August, 1968 JWAC Action: Postponed.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
5-8-3831

Local 961, Denver, Colorado, and  
Navajo Freight Lines, Inc.

O-T-R  
Dispute

Robert H. Arnold and V. R. Davis state: We arrived in Chicago on our first dispatch at 1537 CST, March 4, 1968 and were sent to the hotel on layover until 1136 CST, March 5, 1968. While we were in the hotel, a Chicago team was dispatched to Oakland, California with Tractor #2266 and Trailer #5035 at 0130 March 5, 1968 CST over the North Route. Since the Denver drivers originally started this run, we feel we are entitled to this work before the Chicago power, especially since we were in Chicago on layover at the time of this occurrence, and should in the future be allowed to take the run instead of layover.

Case #24.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC April 3, 1968.

May, 1968 JWAC Action: M/m/s/c/ that the Company be instructed to produce the records and that in this case we hold jurisdiction until such records are produced, sign-in and sign-out sheets, to show whether this operation was with regularity or whether it was strictly an overflow situation. The records should cover the first quarter of 1968.

August, 1968 JWAC Action: Committee retains jurisdiction.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 961, Denver, Colorado, and  
5-8-3832 Navajo Freight Lines, Inc.

O-T-R T. E. Hatley and A. L. Grizzle state: Pulled trailer Leeway 1616  
Dispute from Amarillo, Texas to Albuquerque and were told to check in  
Albuquerque for instructions. This load was designated to Camp  
Parks, California. We had to drop this load and return to Denver.

Claim this trip on to Camp Parks was due us instead of returning  
to Denver.

Case #11.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC March 6, 1968.

May, 1968 JWAC Action: M/m/s/c/ that the Company be instructed  
to produce the records and that in this case we hold jurisdiction until  
such records are produced, sign-in and sign-out sheets, to show whether  
this operation was with regularity or whether it was strictly an overflow  
situation. The records should cover the first quarter of 1968.

August, 1968 JWAC Action: Committee retains jurisdiction.

November, 1968 JWAC Action: Postponed.



# DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 961, Denver, Colorado, and  
5-8-3834 Navajo Freight Lines, Inc.

O-T-R Plush and Nelson state: On January 28, 1968, Kansas City team  
Dispute Hagewood and Barnard pulled a trailer in from Albuquerque, arriving 11:27 p.m. Denver-Albuquerque runs have always been done by Denver drivers. Kansas City drivers are to run only Kansas City to Denver and return. Plush and Nelson had arrived Denver 12:34 a.m., January 27, 1968, and could have gone to Albuquerque and brought this load to Denver.

We request pay in the amount of one round trip Denver to Albuquerque and return, due to runaround (\$54.18).

Case #25.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC March 6, 1968.

Note: On the basis of the decision rendered on this case, the following cases which were also deadlocked will be decided:

- Case #50 - M. L. Carter
- Case #54 - Bozaich and Wilson
- Case #56 - D. J. Biddle
- Case #58 - Stehle and Huffman
- Case #60 - Bailey and McAvain
- Case #61 - White and Cooper
- Case #63 - J. B. Dodd
- Case #65 - M. L. Carter
- Case #69 - Campbell and Speaks
- Case #70 - Folkers and Lehl
- Case #71 - Hale and Freisen
- Case #72 - Carter and Rudy
- Case #73 - Biddle and Pederson
- Case #74 - Elrod and Masters
- Case #136 - McManigal and Brown

May, 1968 JWAC Action: M/m/s/c/ that the Company be instructed to produce the records and that in this case we hold jurisdiction until such records are produced, sign-in and sign-out sheets, to show whether this operation was with regularity or whether it was strictly an overflow situation. The records should cover the first quarter of 1968.

August, 1968 JWAC Action: Committee retains jurisdiction.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 961, Denver, Colorado, and  
5-8-3835 Navajo Freight Lines, Inc.

O-T-R W. O. Warner and K. E. Timmons state: Trailer 1309 arrived  
Dispute in Denver, February 12, 1968 from Amarillo, via Santa Fe railroad  
piggyback operation, loaded with 13,929 pounds. L.T.L.

We have hauled the freight from Amarillo to Denver in the past. The Company has never requested a Change of Operations to allow pigging over this route. We could have pulled this load and claim one round trip Denver to Amarillo - \$52.92.

Case #35.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC March 6, 1968.

Note: On the basis of the decision rendered on this case, the following cases which were also deadlocked will be decided:

- Case #49 - Hale and Freisen
- Case #51 - Doug Biddle
- Case #52 - Hale and Freisen
- Case #55 - Paul Plym
- Case #57 - J. C. Moore
- Case #62 - Rudy and Carter

May, 1968 JWAC Action: M/m/s/c/ that the Company be instructed to produce the records and that in this case we hold jurisdiction until such records are produced, sign-in and sign-out sheets, to show whether this operation was with regularity or whether it was strictly an overflow situation. The records should cover the first quarter of 1968.

August, 1968 JWAC Action: Committee retains jurisdiction.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 961, Denver, Colorado, and  
5-8-3836 Navajo Freight Lines, Inc.

O-T-R  
Dispute

Plush and Bode state: On February 12, 1968 tractor #4036 from Kansas City, trailer #1448 came from Amarillo to Denver, arriving 4:50 a. m. Navajo had bid runs from Denver to Amarillo and Denver to Albuquerque. Since October, 1966 we have had a wheel slip seat operation to these points, also Chicago, Oakland, Los Angeles, Phoenix, Manteca, San Jose, Navajo is sending Kansas City sleeper teams to Denver with loads that belong to Denver drivers. Company has never requested Change of Operations to allow this, we had been in town available for work since February 6, 1968.

Claim runaround pay in the amount of one round trip Denver to Amarillo and return.

Case #40.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC March 6, 1968.

May, 1968 JWAC Action: M/m/s/c/ that the Company be instructed to produce the records and that in this case we hold jurisdiction until such records are produced, sign-in and sign-out sheets, to show whether this operation was with regularity or whether it was strictly an overflow situation. The records should cover the first quarter of 1968.

August, 1968 JWAC Action: Committee retains jurisdiction.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 961, Denver, Colorado, and  
5-8-3837 Navajo Freight Lines, Inc.

O-T-R Lewis W. Meyers and W. J. Dolezal state: Were dispatched Denver  
Dispute via Camp Parks, to Oakland to San Jose. We pulled trailer TIME #4814  
to Albuquerque, arriving at 9:02 p.m. February 15, 1968, picked up  
trailer #2057 to Denver. The load picked up at San Jose was a South  
Bend load. We many times pulled loads over the North Route to  
Chicago and other points. To send loads this way to South Bend is  
160 miles further than the North Route. We request pay for round  
trip Denver to Chicago, 2050 miles.

Case #46.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC March 6, 1968.

May, 1968 JWAC Action: M/m/s/c/ that the Company be instructed to  
produce the records and that in this case we hold jurisdiction until  
such records are produced, sign-in and sign-out sheets, to show whether  
this operation was with regularity or whether it was strictly an overflow  
situation. The records should cover the first quarter of 1968.

August, 1968 JWAC Action: Committee retains jurisdiction.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
8-8-4026

Local 961, Denver, Colorado, and  
DC International, Inc.

Automotive  
Dispute

Elwood M. Buttman states: Checking tires at 64th and Quebec  
Street, Adams County, mobile service call. Also changing  
tires at Powder Lot, Mobile Service Call.

Also checking tires at Tri-State Powder Lot, Mobile Service  
call on April 15, 16, 18, and 19, 1968.

Case #26.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC June 5, 1968.

August, 1968 JWAC Action: this case is Postponed until  
the next meeting and the committee will hold jurisdiction.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 961, Denver, Colorado, and  
8-8-4027 Navajo Freight Lines, Inc.

O-T-R C. W. Hale and L. W. Friesen state: We arrived in Albuquerque,  
Dispute New Mexico and punched in at 8:52 a.m. and a team from Kansas  
City were fixing to depart. Dispatched to Denver, driving tractor  
#630 - trailer #TS-1638 and we were sent to hotel. We claim  
3-1/4 hours.

Case #16.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC May 1, 1968.

August, 1968 JWAC Action: Committee to retain jurisdiction.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11-8-4133

Local 2, Butte, Montana, and,  
N. P. Transport

O-T-R  
Dispute

Request wages lost by Emmet Rogers for all days he did not work as a result of Mr. McGlynn wrongfully invoking Paragraph 6 of Letter of Agreement with N.P. Transport.

Employer stated the Company established an extra board at Whitehall. Mr. Rogers was told he had to remain on Whitehall board 15 days if he took the position at Whitehall. Mr. Rogers had requested this job in writing at Whitehall or go to bottom of board at Butte. Mr. Rogers returned to Butte on Friday and was told that he had to work out his 15 days. Mr. Rogers in return told Mr. McGlyn "you won't find me until Monday anyway." (Monday would be the 15th day).

Case #M-860.

JSC Motion: That in Case M-860 the Union claim be denied.

Deadlocked Montana JSC September 20, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11-8-4134

Local 17, Denver, Colorado, and  
Santa Fe Trail Transportation Company

MASTER  
Dispute

On August 21, 1968 at 7:00 a.m. Santa Fe employed a leaser, Acme Delivery Service, Inc. to deliver a partial load to Millers Super Markets at Denver. The first half of this load was unloaded on August 20, 1968 by a Santa Fe employee. This Company has never used a leaser before its regular employees were working.

We are asking 2 hours early call in for the senior qualified man on the next shift with a 9:00 a.m start time.

Case #28.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC October 2, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case #  
11-8-4136

Local 31, Vancouver, British Columbia  
Local 231, Bellingham, Washington  
Local 741, Seattle, Washington, and  
Lynden Transfer

Interpre-  
tation

The above Local Unions ask for an interpretation of the following factual circumstances:

Lynden Transfer is party to the National Master Freight Agreement and the O-T-R Supplemental Agreement, and also a rider covering their Alaska Highway operations. They have 13 pieces of power equipment assigned to the Alaska Highway operation and approximately 35 drivers. The company leased power equipment and drivers from Pacific Freightways, Ltd. of Vancouver, B.C. on August 20-22-23-27-28, and September 6, 1968 and are continuing to do so as of this date. This Canadian based equipment is hauling U.S. mail and general freight that originates in the United States and is destined for Alaska.

It is the position of the named Local Unions that, when Lynden Transfer leases this equipment and drivers that are hauling freight that would be normally hauled by Lynden Transfer if they had available power equipment that the Canadian drivers on this leased equipment be compensated for the mileage, hourly and other terms as specified in the Western States O-T-R Supplement and the Alaska Rider that Lynden Transfer is signatory to.

November, 1968 JWAC Action: The committee will retain jurisdiction on this case.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11-8-4141

Local 81, Portland, Oregon, and  
Consolidated Freightways

O-T-R  
Dispute

Local 81 is in dispute with Consolidated Freightways over the  
mileage between Portland and Spokane.

The Union is protesting the 355 mileage used by Consolidated  
between Portland and Spokane . The Union is asking that the  
AAA mileage be used.

The Company contends that in accordance with the contract  
the mileages are to be taken from the current AAA maps or  
latest State maps. The Company contends they have taken  
the low figure of 355 miles from the last State map.

Case #1171.

JSC Motion: That the AAA mileage shall be accepted  
for paid miles from Portland to Spokane.

Deadlocked Oregon JSC October 7, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 81, Portland, Oregon, and  
11-8-4142 Garrett Freightlines, Inc.

O-T-R Local 81 is in dispute with Garrett over their refusal to pay  
Dispute 4 hours and 15 minutes of abuse of free time to Norman  
Forgery.

The Union contends that Mr. Forgery arrived in Spokane at 7:30 a.m. and did not leave Spokane with his load until 12:00 noon. The Union contends that this was an abuse of free time and therefore the Company should pay the four hours and 15 minute claim.

The Company contends that on the day in question, a Sunday morning, there were written instructions on the sign-in sheet that Mr. Forgery was relieved of duty since his truck would not be loaded until 11:30 a.m. when the Sunday crew arrived. The Company contends that this was not an abuse of free time since the truck was not ready.

Case #1130.

JSC Motion: That the 4 hours and 15 minute abuse of free time be paid.

Deadlocked Oregon JSC August 5, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11-8-4155

Local 180, Los Angeles, California, and  
Los Angeles - Seattle Motor Express

O-T-R  
Dispute

Local 180 is asking for runaround pay for ten teams who were runaround on August 23, 1968 and for any trips which were missed by other drivers as a result of this grievance. On August 23, 1968 LASME put ten loads of freight on rail and sent them to Seattle, Washington when they had men and equipment available in Los Angeles, as a result the top ten teams on the roll call for that day were runaround. This also caused the teams which were returning to Los Angeles prior to midnight Saturday to miss a chance to turn out again. Local 180 is therefore asking that the Company pay all teams which runaround for all time, and also pay any teams which missed a trip as a result of this improper dispatching for any trips lost.

Case #SC-10-8-1898.

JSC Motion: That based on a prior JWC decision involving Local 224 and Milne Truck Lines, the claim of the Union be allowed.

Deadlocked Southern California JSC October 10, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11-8-4163

Local 222, Salt Lake City, Utah, and  
Garrett Freightlines, Inc.

O-T-R  
Dispute

Heber M. Morris is a Salt Lake based line driver. On June 8, 1968, he was involved in an accident for which the Company contemplated discharging him. After discussion with the driver and the Local Union, he was given a 60-day suspension to run from June 8, 1968 to August 8, 1968 which was agreed to by the driver and the Local Union.

The Union now claims that the driver is entitled to holiday pay for July 4th, arguing that the driver was not terminated or laid off.

Case #1313 (Sept. 68-4).

JSC Motion: That based on the facts the Union's claim be denied.

Deadlocked Utah-Idaho JSC September 17, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 222, Salt Lake City, Utah, and  
11-8-4164 Garrett Freightlines, Inc.

O-T-R A. P. Hafen is a Salt Lake based line driver. He spent two  
Dispute and three-tenths hours at the doctor's office obtaining his  
I.C.C. physical on March 4, 1968. He claims pay for this  
time so spent.

It is the Company's position that he took the physical outside  
of his regular working time and claim is not payable.

Case #1296 (Aug. 68-5).

JSC Motion: That this case be referred to the Joint Western  
Area Committee for interpretation. Motion Carried.

Utah-Idaho JSC August 23, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11-8-4165

Local 222, Salt Lake City, Utah, and  
Milne Truck Lines

O-T-R  
Dispute

The Company's line drivers at Salt Lake City and St. George, Utah are on a common seniority list, all represented by Local 222. As a result of a Change of Operations approved in August of 1968 (JWAC Case #5-8-3720) the line board at St. George consists of: 8 drivers bid St. George to Los Angeles, lay and return (three round trips per week); four drivers bid St. George to Salt Lake City, lay and return; one driver bid on a St. George - Las Vegas turnaround; and one extra board man. Some of the drivers bid on the Los Angeles runs frequently request trips off for personal reasons. The Company has honored these requests and has utilized two casuals to replace the regulars requesting time off.

The Union protests this use of casuals and demands that the Company add more regular drivers to the extra board at St. George.

It is the Company's position: (1) That there would not be sufficient work for an additional extra board driver if the bid LA men did not request trips off. (2) That the Company has offered to re-bid the LA runs on a "three and two" basis to allow the men more free time but the Union and the drivers have refused. (3) That it would be an unfair economic burden on the Company to require the Company to hire additional regular employees and pay fringes on them just to honor the bid drivers requests for trips off.

Case #1324 (Sept. 68-15)

JSC Motion: That the Union's position be upheld and that one more man be added to the extra board at St. George.

Deadlocked Utah-Idaho JSC October 9, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11-8-4166

Local 224, Los Angeles, California, and  
Arizona - Pacific Tank Lines

Tanker  
Dispute

Union on behalf of Signey J. Miller claims the difference in  
mileage between a Fresno turnaround run and an Oakland layover  
run on June 13/68 and July 31, 1968.

Union claims runaround mileage from Fresno to San Francisco.  
Also claims no agreement is established with the Company  
regarding a break point at Fresno. Company has never requested  
break points and Company by doing this can run arbitrarily  
anyway then wish.

Company claims they have always had a Fortier Terminal in  
Fresno in the Tank Division and by past practice have always  
done so. Company claims there is nothing in the contract being  
violated.

Case #T-88-1175.

JSC Motion: That based on the facts presented, the claim of  
the Union is upheld.

Deadlocked California-Arizona-Nevada JSC October 17, 1968 .

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 224, Los Angeles, California, - Local 310, Tucson, Arizona,  
11-8-4168 Cantlay + Tanzola - Division of Western Gillette

Tanker Union on behalf of William W. Gibbs claims mileage from  
Dispute Yuma, Arizona to Casa Grande and return, which was rejected  
August 1, 1968.

Union read statement of driver Gibbs pertaining to money claim.  
Driver was dispatched on his bid truck to Yuma and then equip-  
ment was sent on to Casa Grande. Union claims driver had  
hours available and could have gone on.

Company claims they have a driver in Yuma since 1952 and  
he has always taken any loads from Yuma to Casa Grande.  
In order to provide a living for the driver, the Company also  
established a piece of equipment handling a pipe line. The  
man has always worked the two trucks.

Case #T-98-1193.

JSC Motion: That the claim of the Union be denied.

Deadlocked California-Arizona-Nevada JSC October 17, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11-8-4170

Local 224, Los Angeles, California, and  
Consolidated Freightways, Inc.

O-T-R  
Dispute

Local 224 on behalf of J. B. Brannon claims room rent on  
June 28, 1968.

Case #SC-8-8-1510.

JSC Motion: That the claim of J. B. Brannon be denied.

Deadlocked Southern California JSC August 6, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 224, Los Angeles, California, and  
11-8-4171 Illinois - California Express

O-T-R Local 224 on behalf of Robert J. Konek claims runaround on  
Dispute June 5, 1968 when the Company sent Jack Baldon on two San  
Diego turns and Konek was not called and had statutory restand  
I. C. C. hours available.

Case #SC-9-(8)-8-1512.

JSC Motion: That the claim of R. J. Konek be denied.

Deadlocked Southern California JSC September 10, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11-8-4172

Local 224, Los Angeles, California, and  
Los Angeles - Seattle Motor Express

O-T-R  
Dispute

Local 224 on behalf of the members employed at LASME requests the Joint State Committee to instruct the Company to comply with Article 49 of the O-T-R Supplement and pay for the time spent fueling reefer equipment.

A factual case - Mr. Harry E. Baker claimed and was denied on June 5, 1968, 1/4 hour spent fueling reefers.

Case #SC-10-(7)-8-1301.

JSC Motion: That the claim of H. E. Baker be allowed.

Deadlocked Southern California JSC October 8, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 961, Denver, Colorado, and  
11-8-4194 DC International

Automotive Erasmio Guerra states: On November 8, 1967 there was  
Dispute steaming to be done - 2 trailers, #7115 and #7129. The grave-  
yard shift put an oiler to do steaming. This is crossing classif-  
ication. I, Erasmio Guerra was here to do the steaming. I  
feel I should be paid 4 hours.

Case #4.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC September 4, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 961, Denver, Colorado, and  
11-8-4195 DC International

Automotive  
Dispute

L. D. Parker states: On October 16, 1967 I was ordered  
to hang hooks by Red Gawf. This is a different classification.

Case #7.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC September 4, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 961, Denver, Colorado, and  
11-8-4196 DC International, Inc.

Automotive  
Dispute

CASE #13: J. A. Brame states: On June 20, 1968 it was necessary to have someone work the fuel bid job because the bid fueler was on vacation. The Company assigned E. Glen, a bid lubeman to do this work. I am a bid fueler but was not called for this work, which was a violation of my classification seniority. Claiming 8 hours pay at time and one-half.

CASE #14: J. A. Brame states: On June 13, 1968 it was necessary to have someone work the fuel bid job because the bid fueler was on vacation. The Company assigned E. Glenn a bid lubeman to do this work. I am a bid fueler but was not called for this work, which was a violation of my classification seniority. Claiming 8 hours at time and one-half.

CASE #15: Lawrence D. Parker states: On June 11, 1968 it was necessary to have someone work the fuel bid job because the bid fueler was on vacation. The Company assigned E. Glenn, a bid lubeman to do this work. I am a bid fueler but was not called for this work, which was a violation of my classification seniority. I claim 8 hours pay at time and one-half.

CASE #16: Lawrence Parker states: On June 4, 1968 it was necessary to have someone work the fuel bid job because the bid fueler was on vacation. The Company assigned E. Glenn, a bid lubeman to do this work. I am a bid fueler but was not called for this work, which was a violation of my classification seniority. I claim 8 hours at time and one-half.

Cases # 13 - #14 - #15 - #16.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC September 4, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 961, Denver, Colorado, and  
11-8-4197 Navajo Freight Lines, Inc.

O-T-R William Stehl states: Picked up trailer #7069 at Amarillo, Texas;  
Dispute it was a load for Los Angeles, California but had to drop it at  
Albuquerque, New Mexico and turn back to Denver. We think  
we had the right to go on to Los Angeles with the load instead  
of turning back to Denver.

Claim miles from Albuquerque, New Mexico to Los Angeles  
and back to Albuquerque.

Case #1.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC September 4, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11-8-4198

Local 961, Denver, Colorado, and  
Navajo Freight Lines, Inc.

O-T-R  
Dispute

Marion L. Carter states: Pulled trailers A-82 and A-99 from Denver to Albuquerque, New Mexico. One was loaded for Phoenix and the other for Los Angeles. They turned us in Albuquerque and we request pay for rest of trip to Los Angeles, through Phoenix. We were paid from Denver to Albuquerque.

Case #2.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC September 4, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 961, Denver, Colorado, and  
11-8-4199 Navajo Freight Lines, Inc.

O-T-R Bailey and McAvin state: On February 25, 1968, Kansas City  
Dispute team Compton and Holmes departed Amarillo 12:39 p.m. for  
Denver with tractor #4076 and trailer #2077, arriving at 2039,  
February 25, 1968. Bailey and McAvin were first up on the  
board and could have been sent to bring this load to Denver.  
Amarillo to Denver freight has always been for Denver driver.

This is a violation of Maintenance of Standards, these drivers  
doing this work. There has never been a Change of Operations  
requested on this.

Case #3.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC September 4, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 961, Denver, Colorado, and  
11-8-4200 Navajo Freight, Lines, Inc.

O-T-R Sam Altergott states: April 13th we were dispatched to Oakland  
Dispute via Camp Parks; we arrived April 13th at 10:54 p.m. There were  
2 loads available when we arrived but we were sent to the hotel  
until April 16th, 4:09 a.m. (29 hours) While we were in hotel  
the 2 available loads were pulled out to Chicago by truck #2266,  
trailer Mid American 808, truck #5047, trailer #1071. Both  
trucks arrived after we were in the hotel.

We are filing for 21 hours runaround, omitting 8 hours of the  
29 hours claimed as layover, at \$3.65 per hour , \$76.65.  
Difference in miles of the 2 trips Oakland to Chicago to Denver-  
3205 miles and Oakland to Denver - 1278. Difference equals  
1927 miles, \$123.81 - 21 hours @ \$3.65 = \$76.65.  
Total \$200.46.

Case #8.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC September 4, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11-8-4201

Local 961, Denver, Colorado, and  
Navajo Freight Lines, Inc.

O-T-R  
Dispute

Sam Altergott states: On March 23rd we were dispatched to Oakland via Camp Parks - arrived bobtail Oakland from Camp Parks at 10:03 p.m. March 24th. We were sent to the hotel during which time tractor #2156 pulled trailer Baggett #1759 to Albuquerque. Tractor #4235 pulled trailer #2184 to Kansas City and tractor #4155 bobtailed to Manteca and picked up trailer #1400 to Chicago. We contend we were runaround by truck #4155 since we were on 'wheel', first-in, first-out dispatch.

Filing for difference in miles of 1591 miles. When we left Oakland we were told truck #4155 was broken at San Jose and they bobtailed from there to Manteca for trailer #1400 and on to Chicago.

Case #9.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC September 4, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11-8-4202

Local 961, Denver, Colorado, and  
Navajo Freight Lines, Inc.

O-T-R  
Dispute

D. J. Biddle states: Truck #4055, trailer #1181 arrived  
in Denver 17:30 on May 20, 1968 from Albuquerque, by Kansas  
City team - - this is not their freight. We were available  
as of May 19, 1968 at 2400 to be dispatched Denver to Albu-  
querque, New Mexico.

Claim round trip Denver to Albuquerque.

Case #17.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC September 4, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
11--8-4203

Local 961, Denver, Colorado - Local 17, Denver, and  
Navajo Freight Lines, Inc.

MASTER  
Dispute

Local 961 claims 16 hours pay at the regular hourly rate in  
behalf of the below named employees for time lost July 15  
and 16, 1968. There are JWAC decisions which have ruled  
that employees who honor picket lines which have been est-  
ablished to enforce JWAC decisions, are entitled to their  
weekly guarantees.

John Bagwell  
G. Billis  
H. Reynolds  
J. Raynor

W. Curtis  
W. Parsons  
A. Keith

W. Bill  
A. Candelaire  
R. Anderson

The picket line established at Navajo July 15, 1968 was to  
enforce a decision of the JWAC (Case #2-8-3703).

Case #30.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC August 7, 1968.

NOTE: Cases #32 - #95 - #96 - #97 - #98 are similar  
cases.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case #  
11-8-4204

Local 961, Denver, Colorado, - Local 17, Denver, and  
The Ringsby System

O-T-R  
Dispute

James B. Jensen states: Theron Stockton and myself were dispatched to Los Angeles, California on unit #3254, pulling trailer #2-55. We were told to go to Craig, Colorado, drop #2-55 and pick up Rio Grande #1950 and take it to Massadona, Colorado, 70 miles away; drop Rio Grande 1950 and return to Craig, bobtail, pick up our original unit #2-55 and proceed to the coast.

We say this is short line work, Mr. Hughes says it does not constitute short line pay. (Case #31)

Case #77: Local 17 states: James Jenson and Theron Stockton, Ringsby line drivers were dispatched to Los Angeles, California pulling trailer #2-55. They were told to go to Craig, Colorado, drop #2-55, pick up Rio Grande trailer #1950 and return to Craig and pick up their original trailer #2-55 and proceed to the coast. This is work in Local 17's jurisdiction and we are asking 8 hours for the senior qualified man at the overtime rate.

Cases #31 - and #77.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC August 7th, and  
September 4, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
11-8-4205

Local 961, Denver, Colorado, and  
Rio Grande Motor Way, Inc.

O-T-R  
Dispute

M. W. Goodwin states: I have a seniority date of July 16/68  
for bidding runs and carried on the seniority roster, but I  
get my vacation date on November 28, 1968.

I am asking that my vacation be the same as my bidding date of  
July 16, 1968.

Case #25.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC October 2, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 962, Medford, Oregon, and  
11-8-4207 Pierce Freightlines

O-T-R Local 962 is in dispute with Pierce Freightlines over a run-  
Dispute around pay claim for Robert Cosler on July 7 and 9, 1968.

The Union contends that Medford driver Robert Cosler was held in Oakland, California, when his rest was up and an Oakland driver was dispatched. The Union contends that the Medford dispatch rule states that the foreign bid man is to be dispatched before the Oakland bid man. The Union is asking that driver Cosler be paid nine hours runaround.

The Company contends that the runaround was refused on the basis that there is nothing in the contract to cover foreign bid men. That the Oakland and Medford dispatch rules are two separate sets of dispatch rules and Oakland does not agree to the foreign bid man out before the Oakland men.

Case #1148.

JSC Motion: That Robert Cosler be paid nine hours runaround claim.

Deadlocked Oregon JSC September 9, 1968.

November, 1968 JWAC Action: M/m/s/c/ that the committee retain jurisdiction and the Company and the Unions get together within two weeks to work out their problem.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
11-8-4246

Local 224, Los Angeles, California, and  
Exley Express, Inc.

O-T-R  
Dispute

Local 224 on behalf of the members employed at Exley Express requests the Joint State Committee to instruct the Company to comply with the contract and furnish itemized statement of earnings and rejection for denied pay claims.

Case #SC-11-8-2039.

JSC Motion: That inasmuch as the Employer representative alleges that the Company is not a party to the Agreement under which this grievance is filed, this case is improperly before the committee.

Deadlocked Southern California JSC November 5, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # 11-8-4247 Local 386, Modesto, California, - Local 439, Stockton, and Pacific Motor Trucking

O-T-R Dispute Union asking equal time and moneys when Jim Herrera was left home on September 11, 1968 - Stockton drivers pulling from Modesto.

Union claims on September 11, 1968 the Company sent in three Stockton drivers to pull three vans into Stockton. Union cited Case #CB-117-1819 when the claim of the Union was denied because the Union filed for local men doing the work. Since it was ruled line work, it was Stockton local drivers who did the work and the Union claims the work for the line drivers.

Case #T-108-2233.

JSC Motion: That the claim of the Union be denied.

Deadlocked California Valley JSC October 23, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
2-9-4293

DC International, Inc., and

Local 17, Denver, Colorado  
Local 81, Portland, Oregon  
Local 146, Colorado Springs, Colorado  
Local 154, Seattle, Washington  
Local 223, Portland, Oregon  
Local 741, Seattle, Washington  
Local 961, Denver, Colorado

Master  
Dispute

DC International, Inc. has, in the past, maintained a weekly pay period, and in most cases, the established pay day has been Friday, with a 7-day holdback.

In view of the present merger with T.I.M.E. Freight, Inc. and LASME, and the fact that the number of employees will increase from approximately 3,000 to 7,000 being paid per week, we now find it necessary to change our pay period for the entire system from a 7-day to a 14-day holdback.

To set this change in motion, we would hold back one additional day each week, until the maximum of 14 days is withheld. Then, the established pay day will be maintained weekly. We desire to make this effective as soon as possible.

This change would simply mean that each employee would receive his full pay check a day later each week, until the full holdback is completed. In cases of hardship, we are prepared to advance, upon request, \$50.00 to an employee, repayable at the rate of \$10.00 per week until payment is fulfilled.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
2-9-4294

Local 81, Portland, Oregon, and  
Consolidated Freightways

O-T-R  
Dispute

Local 81 is in dispute with Consolidated Freightways over a 45 minute wait time claim at a railroad crossing for drivers Carlson and Cronk.

It is the Union's position that wait time at a railroad crossing should be paid since a previous JWAC case ruled this time was allowed.

It is the Company's position that this is not paid for time and therefore they refused to pay the 45 minute claim to Carlson and Cronk.

Case #1210.

JSC Motion: That the Union's position be sustained.

Deadlocked Oregon JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 81, Portland, Oregon, and  
2-9-4295 Consolidated Freightways

O-T-R  
Dispute

The Union contends that sleeper driver Johnston and his partner were in Los Angeles and were told to go to bed. The team was in Los Angeles for thirty-nine hours.

The Union further contends that the Company is aware when a team is told to go to bed, that the tractor is going to be used by other Los Angeles drivers on a local basis and the Company should tell the drivers to remove their gear. The Company did not inform this team to remove their gear and Mr. Johnston lost several personal items.

It is the Union's position that the Company should be liable to reimburse Mr. Johnston for this loss.

The Company contends that lockers are provided for all the drivers and the Company further feels that the drivers are responsible for their personal gear and should remove such items from the tractor upon arrival.

Case #1184.

JSC Motion: That the Union's claim be upheld.

Deadlocked Oregon JSC November 4, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 81, Portland, Oregon, and  
2-9-4296 Everts Commercial Transport

Tanker Local 81 is in dispute with Evert's Commercial Transport over  
Dispute work time claims where drivers physically fuel equipment enroute.

The Union contends that when a driver physically fuels enroute he should be paid fuel time. That in this case the men do fuel in Gold Hill and since this is not a terminal, the drivers should be paid for this time.

Case #1202.

JSC Motion: That the Union's position be upheld.

Deadlocked Oregon JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
2-9-4297

Local 81, Portland, Oregon, and  
Garrett Freight Lines

O-T-R  
Dispute

Local 81 is requesting that Garrett Freight Lines bid a  
Portland - Umatilla run.

The Union contends that the Company is running a Portland-  
Umatilla run on a regular basis and therefore, there should  
be one Umatilla-Portland run bid out of Portland each night.

The Company contends that this request involves the application  
of dispatch rules and bidding procedure involving more than  
one Joint Council area and the bidding of the run would cause  
an over-balance of freight and an inconvenience to the Company.

Case #1204.

JSC Motion: That the Union's position be sustained.

Deadlocked Oregon JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case #  
2-9-4298

Local 81, Portland, Oregon, and  
O. N. C. Motor Freight System

O-T-R  
Dispute

Local 81 is in dispute with O. N. C. over a 4-hour abuse of free time claim for Hank Baum in Coos Bay on October 18, 1968.

The Union contends that on October 18th Mr. Baum, a bid driver was held in Coos Bay four hours and then dispatched to Eugene and back to Coos Bay. The Union further contends there was a load ready to Portland and that there was a Coos Bay extra board driver available to take the rush Eugene load. Since driver Baum is a Portland - Coos Bay - Portland bid man, he should have been dispatched to Portland with the available load.

The Company's position is that the contract states "arbitrarily holding a man" and that they did not hold Baum arbitrarily, that it was necessary to get cranberries to Eugene and since a load was not ready for Portland and no one available to dispatch to Eugene, the Company does not feel this is a case of abuse of free time .

Case #1213.

JSC Motion: That the Union's position be denied.

Deadlocked Oregon JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 81, Portland, Oregon, and  
2-9-4299 O. N. C. Motor Freight System

O-T-R Local 81 is in dispute with O.N.C. over a runaround claim for  
Dispute drivers E. G. Bosnick, James Bourbonnais and R. M. McCann  
on October 13, 1968.

It is the Union's position that in this case the Company dispatched three extra board drivers junior to McCann, Bosnick and Bourbonnais. That all six drivers had six divisions and the dispatch rule applying in this case is that when all six men have had six divisions then the extra board reverts to seniority and since the runaround claims were filed for the senior men, the Union feels the Company should be compelled to pay the claims.

The Company's position is that the system does not change when a man has six divisions. It is the company's contention that the dispatch rule regarding this situation is that any extra board driver arriving in Portland prior to 12:00 noon will be placed on the next dispatch board and any extra board driver arriving after 12:00 noon will be placed on the following days board or shall not go out until the board is exhausted, regardless of seniority.

Case #1203.

JSC Motion: That the Union's position be upheld.

Deadlocked Oregon JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4300

Local 81, Portland, Oregon, and  
United Buckingham - Norwalk Freightlines

Factual  
Interpre-  
tation

It is the Union's position that the Company is constantly working men in excess of ten hours and has even told some of the men if they refused to work they would be issued a warning letter.

The Union states that a JWAC case ruled that the companies cannot work men in excess of ten hours unless the men are willing to do so. The Union also feels the excessive overtime is due to the Company's refusal to hire more regular employees because of the fringe benefits.

The Company contends that the men who work in excess of ten hours are those men who do not object. The Company further contends that they could hire more men, however, the men guage themselves by the amount of work to be done. The Company feels production would slow down if the men did not work under these circumstances.

Case #1195.

JSC Motion: That the Company is in violation of Article 57, Section 2, paragraph (h), of the Pick-Up and Delivery Supplemental Agreement.

Deadlocked Oregon JSC November 4, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
2-9-4301

Barkoff Container and Supply Co., and  
Local 85, San Francisco, California

MASTER  
Dispute

In behalf of Barkoff Container and Supply Co., we describe new payroll procedures which are expected to become effective January 1, 1969, because of a changeover to an electronic data processing payroll system.

Regular Employees:

- (1) The weekly pay period will be from Wednesday through Tuesday.
- (2) Payroll checks and earnings vouchers will be distributed to employees on Tuesday for the pay period ended the prior Tuesday.
- (3) An advance of one week's net pay will be made to each employee on January 7, 1969, for the first weekly pay period under the new system, since wages will be paid one week after the payroll period in which they are earned.

Temporary Employees:

- (1) Net pay, reduced by approximately \$2.00 to allow for rounding differences, will be paid when the employee is terminated.
- (2) The remainder of the net pay, approximately \$2.00 and the related earnings voucher will be mailed to the employee on the regular pay day for the weekly pay period during which he terminated.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
2-9-4302

Local 180, Los Angeles, California, and  
Illinois California Express

O-T-R  
Dispute

Local 180 takes the position that Duckworth and Wallace are entitled to two (2) hours pay at \$3.68 per hour, a total of \$7.36 each man. On October 6, 1968, while on a return trip from Chicago, this team ran out of I. C. C. hours at 10:00 P. M. and tied up until midnight.

We contend this is paid-for time and the claim is just, claim was not denied until October 21, 1968, Trip #LC 1296.

Case # SC-12-8-2395.

JSC Motion: That the claim of Duckworth and Wallace be allowed.

Deadlocked Southern California JSC December 11, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
2-9-4303

Local 186, Santa Barbara, California, and  
Allyn Transportation Company

Tanker  
Dispute

Union claims runaround pay for Lewis P. Martin, J. C. Reed  
and Gary D. Voight from September 4, 1968 to October 16, 1968.

Union claims there was an agreement made between a Company  
representative and the Union whereby the six men working  
the three trucks would be equalized insofar as earnings were  
concerned. This was not done during the period claimed.

Case #T-118-1242.

JSC Motion: That the bottom 3 men be made equal with  
the top 3 men from September 4, 1968 to October 16, 1968.

Deadlocked California-Arizona-Nevada Joint State Tank  
Committee November 21, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
2-9-4304

Local 190, Billings, Montana, and  
Garrett Freightlines

O-T-R  
Dispute

Request pay for driver Knotte for miles to Missoula from Helena, and return miles to Helena from Missoula on October 15 and 16th. Contend break point should have been Missoula, not Helena.

Union stated that the trip in question was dispatched from Billings to meet a Spokane trip in Helena. It is the position of the Union that this exchange should take place in Missoula, and the claim is for those miles. Further, the Union contends that Garrett does not have a Change of Operations allowing runs from Spokane to Helena.

Employer stated that the run was dispatched from Billings to Helena with a set of empty doubles. Both the Billings and Spokane drivers are extra board men, and the Spokane driver was dispatched to Helena as he had one trailer load for Bozeman and one trailer load for Billings. It was the position of the Company that they can dispatch their drivers to more practical points to conduct their operations.

Case #M-878.

JSC Motion: That in Case #M-878 the case of the Union be denied.

Deadlocked Montana JSC November 15, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 190, Billings, Montana, and  
2-9-4305 Garrett Freightlines

O-T-R Request pay for J. P. Christensen and J. W. Sudduth for trip  
Dispute from Billings to Spokane. Dispatch taken away from team  
and given to extra driver.

Union stated that the dispatch for the trip in question was given to the team of Christensen and Sudduth, and then was withdrawn and given to a single line operator. The claim is for 23.3 hours for each driver. It is the position of the Union that the dispatch was originally assigned to a sleeper cab team, therefore, it belonged to this team and the claim is for time when the trip in question left the terminal until the sleeper cab team left on their next dispatch.

Case #M-876.

JSC Motion: That the Union position be upheld.

Deadlocked Montana JSC November 15, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 208, Los Angeles, California, and  
2-9-4306 Consolidated Freightways

Master On October 14, 1968 Harry Church, et al punched into work and  
Dispute could not get out of gates because Local 357 men were on a wild  
cat strike. We claim eight hours pay for all Local 208 men  
involved for the day.

Case #SC-12-(11)-8-2114.

JSC Motion: That the claim of Harry Church, et al be denied.

Deadlocked Southern California JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 208, Los Angeles, California, and  
2-9-4307 Milton's Express

Master  
Dispute

CASE #SC-12-(3)-8-566: - Local 208 on behalf of Dave Pantages, et al requests the JAC to instruct the Company to comply with the Contract Articles as cited above . This claim is for the difference in pay between monies paid and monies earned within the forty-five day limit under the Contract.

CASE #SC-12-(3)-8-563: - The Company does not pay holiday pay to the drivers and this claim is for all holidays for all drivers who have not received same, monies to which they are entitled. Company does not pay vacation pay to drivers and this claim is for all drivers who are entitled to same and have not received it.

Cases #SC-12-(3)-8-566 and 563.

JSC Motions: That under Article 22, Sections 2 and 4 of the National Master Freight Agreement, the claim of the Union be allowed. (Same motion for both cases)

Deadlocked Southern California JSC December 5, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 222, Salt Lake City, Utah, and  
2-9-4308 Garrett Freightlines, Inc.

O-T-R Salt Lake sleeper driver, J. R. Stephenson, had been on vacation  
Dispute and returned September 21, 1968, Saturday, at which time he  
called the dispatcher and advised that he was ready to go back to  
work. He called again at 16:00 on September 21, 1968, but his bid  
truck was out on a run. He called again on Sunday, September 22,  
1968, and his truck was still out. He didn't get out on a run until  
19:00 on September 23, 1968. He claims 48 hours runaround from  
19:00 on September 21, 1968 to 19:00 on September 23, 1968, con-  
tending that he should have been placed on the extra board.

It is the Company's position that when Stephenson had been on  
vacation, his partner had been teamed up with another sleeper  
driver and Stephenson's bid truck taken out of the wheel; that when  
his partner was back in town, both the team and the truck were  
placed back on the wheel and dispatched out in order; that Stephenson  
never requested the Company to place him on the extra board and that  
when he repeatedly called in, he was only asking to go out on his bid  
truck.

Case # 1345 (Nov. 68-6)

JSC Motion: That because of the confusion on the facts, the driver  
be paid 8 hours.

Deadlocked Utah -Idaho JSC November 22, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4309

Local 222, Salt Lake City, Utah, and  
Garrett Freightlines, Inc.

O-T-R  
Dispute

The Union claims runaround on the Salt Lake City to Los Angeles and return trip, contending that Losser was not properly called. Losser called the dispatcher at 18:15 after his truck had departed and there is a dispute as to whether he requested to be placed on the extra board at that time. The Union contends that he did.

The Company contends that Losser did not request to be placed on the extra board when he called the dispatcher at 18:15.

Case # 1347 (Nov. 68-8)

JSC Motion: That the claim be paid.

Deadlocked Utah-Idaho JSC November 22, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 224, Los Angeles, California, and  
2-9-4310 Consolidated Copperstate Lines

O-T-R Local 224 on behalf of Edward Leon Vehmeyer claims mis-  
Dispute dispatch on July 3, 1968 (denied July 19-68) when a Blythe  
turn man took a Dallas slip seat bid run out and left the Dallas  
slip seat bid man at home. Mr. Vehmeyer is claiming a Phoenix  
trip.

Case #SC-11-(9)-8-1694.

JSC Motion: That the claim of the Union be allowed.

Deadlocked Southern California JSC November 5, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Consolidated Freightways , and  
2-9-4311 Local 224, Los Angeles, California

O-T-R In accordance with the contents of a letter received from Local  
Dispute 224 and 495, the Company has transferred certain work, formerly  
performed by Local 224 members, to members of Local 495.

The Company requests approval from this committee to discon-  
tinue paying Local 224 members for this work, and further  
requests that the Company be reimbursed for all monies paid  
under protest to Local 224 members since the terms of the  
above referred to letter have been put into effect.

Case #SC-11-8-2037.

JSC Motion: That this case be heard on its merits.

Deadlocked Southern California JSC November 6, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case #  
2-9-4312

Local 224, Los Angeles, California, and  
Paxton Truck Company

O-T-R  
Dispute

Local 224 on behalf of George H. Jones and George M. Johnson  
is asking 5 hours each for the trips pulled on June 3rd, 1968.

Contractually they are guaranteed 8 hours for a tour of duty  
and they were paid 3 hours each.

Case #SC-11-(8)-8-1519.

JSC Motion: That the claim of Jones and Johnson be denied.

Deadlocked Southern California JSC November 5, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4313

Local 255, Portland, Oregon, and  
Exley Express

MASTER  
Dispute

It is the position of Local 255 that they have had a historical relationship with Exley Express wherein prior to the incidents involved that the Company has observed the terms and conditions of the Automotive Supplemental Agreement.

The Company has paid Health and Welfare and Pension contributions for members of Local 255 but that at the present time with reference to the complainants involved they are not observing the established wage and they have recently discontinued payment of Health and Welfare and Pension premiums.

The Company contends that although it has from time to time employed members of Local 255 in its Maintenance Department that it has not entered into any Supplemental Agreement with that Local Union.

The Company further contends that should Local 255 desire to establish its status as a bargaining representative from the Automotive Unit that the Local Union must follow the provisions of the "Non-Covered Unit" provision of the Master Agreement.

Although Exley Express is a party to the Union contract, it has several Supplements with various Local Unions, including Local 81 in Portland, which differs from the dry freight supplement.

Should Local 255 establish itself as a bargaining agent then and only then would the Company be requested to negotiate the labor contract with that Local. For these reasons the Company contends that this grievance is improperly before the Grievance Committee.

Case #1215.

JSC Motion: That the Union's position be upheld.

Deadlocked Oregon JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Delta Lines, Inc. , and  
2-9-4314 Local 287, San Jose, California

O-T-R  
Dispute

In this case, the Company had logged the mileage from the Salinas Post Office to the Emeryville post office instead of 6th and Broadway, Oakland. The Company logged this mileage on July 3, 1968, but did not actually start paying until July 8, 1968. The Company filed this case on October 3, 1968.

It was the position of the Union that the Company was beyond the 90-day provision of the contract and any mileage reduction would have to be taken according to the 1/6th formula in the agreement.

It was the Company's position that from the July 8, 1968 date when they actually began paying the mileage they are within the 90-day provision of the agreement.

Case #CB-2736.

JSC Motion: That based on the 90-day provision of Article 6, the Company is timely and they are instructed with the Local Union to log the mileage to correct terminal point in the East Bay Area which is 6th and Broadway and make the necessary reduction based on that mileage.

Deadlocked California Bay JSC November 18, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4315

Local 315, Martinez, California, and  
Everts Transportation

Tanker  
Dispute

Union claims Company not abiding by Maintenance of Standards  
for subsistence and room paid.

Union claims some drivers have been receiving subsistence in  
addition to lodging in past 90 days. Union requests sleeper  
drivers get subsistence and lodging and roll and rest get lodging  
in lieu of subsistence.

Case #T-108-1204.

JSC Motion: That due to the fact there is no signed Sleeper  
Cab Tanker Agreement between the Company and Local 315,  
this case is improperly before this committee.

Deadlocked California-Arizona-Nevada Joint State Tank  
Committee November 21, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 386, Modesto, California, and  
2-9-4316 American Transfer

Tanker Mendenhall claiming runaround by lower seniority men. Union  
Dispute claims Mendenhall was not assigned equipment. Amended filing  
to include June 22, 23, 26, 27, 30, and July 4th, 11, 14, 24,  
and 28th. Asking equal pay when Mendenhall was not worked  
and Sims and Abendschan were worked.

Case #T-88-1174.

JSC Motion: That the claim of the Union be denied.

Deadlocked California-Arizona-Nevada Joint State Tank  
Committee November 21, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4317

Local 467, San Bernardino, California, and  
Cargo Carriers

MASTER  
Dispute

Local 467 hereby files a grievance under Article 43 of the Over-The-Road Supplemental Agreement against Cargo Carriers, Inc. on behalf of James E. Rae and Wayne G. Young.

On behalf of Rae and Young we are claiming that Cargo Carriers, B.B.D. Leasing and/or B.B.D. Transportation are in violation of Article 1, Section 3 of the National Master Freight Agreement.

Case #SC-1-9-2444.

JSC Motion: That Cargo Carriers did transfer equipment and business rights to B.B.D. Transportation, therefore, the claim of the Union be upheld.

Deadlocked Southern California JSC January 6, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 467, San Bernardino, California, and  
2-9-4318 Sorkness Truck Lines

Tanker Union claims moneys for John Gould earned by junior driver on  
Dispute September 17, 18, 19, 20, 1968, when Gould was available.

Union claims Gould made himself available for work by telegram and Company did not call him. Union stipulated that if timecard can be produced for September 20, 1968, there is no claim for that date.

Company stated witnesses were present when Gould was called September 17th. On September 18, Gould accepted work assignment, then at 8:00 p.m. called and said he did not want to work. On September 19th was called at 6:30 a.m. and Gould would not answer. Company stated on September 20, 1968 Gould was called and did work.

Case #T-118-1227.

JSC Motion: That if the Company records will reflect that the witnesses were in the yard when Gould was called, the claim is denied; if not, the claim is allowed.

Deadlocked California-Arizona-Nevada Joint State Tank Committee  
November 21, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 468, Oakland, California, and  
2-9-43 19 Bigge Drayage Company

O-T-R In this case the grievant was flown home from Portland, Oregon  
Dispute after completing his tour.

The Union is claiming mileage from Portland to Oakland as  
though he had driven.

The Company claimed that the grievant had operated leased  
equipment and that the tour ended at Portland.

Case #CB-2 738.

JSC Motion: That the claim of the Union be allowed.

Deadlocked California Bay JSC November 18, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 468, Oakland, California, and  
2-9-4320 Bigge Drayage Company

Master The grievant drove to the job site from his motel which was  
Dispute approximately 5 miles. He remained at the job site and returned  
to the Motel. Total elapsed time of 9-1/2 hours. The Company  
paid the grievant the total hours at the hourly rate.

It was the Union's position that because of prior practice the  
Company should pay an 8-hour minimum for the driving time ,  
plus the actual work time at the job site.

It was the Company's position that the grievant was paid  
properly under the agreement.

Case #CB-2737.

JSC Motion: That the claim of the Union be upheld.

Deadlocked California Bay JSC November 18, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 468, Oakland, California, and  
2-9-4321 Bigge Drayage Company

Sub- The Union claimed Company using sub-haulers.  
Contracting

Case #CB-2795.

JSC Motion: That this is under Article 32 of the National  
Master Freight Agreement and is moved to the Joint Western  
Area Committee for record. Motion Carried.

California Bay JSC November 18, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

\* \* \* \* \*

Case # Local 468, Oakland, California, and  
2-9-4322 Midwest Machinery Movers

O-T-R The Union requested an interpretation of Article 52 (a) (b) and (c)  
Dispute of the WSA - OTR.

The Union's position was that the Company was in violation  
of this Article.

The Company contended they were applying this Article to their  
operation correctly.

Case #CB-2801.

JSC Motion: That the application made by the Company is  
correct except that the applicable hourly rate of the Salinas  
area local agreement should have been paid for time worked  
in Salinas.

Deadlocked California Bay JSC November 18, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 468, Oakland, California, and  
2-9-4323 O. N. C. Motor Freight System

O-T-R The Company dispatched a Medford extra board driver to San  
Dispute Leandro via San Francisco with instructions to call from San  
Francisco for instructions. In San Francisco, the driver was  
instructed to continue on to San Leandro. The Medford driver,  
after his rest, pulled a load back to Medford.

It was the Union's position that the Medford driver should have  
died in San Francisco. The Union claimed runaround for San  
Leandro based driver, contending the grievant should have  
pulled the load to Medford.

Case #CB-2667.

JSC Motion: That the claim of the Union be upheld.

Deadlocked California Bay JSC November 18, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4324

Local 495, Los Angeles, California, and  
Consolidated Freightways

Automotive  
Dispute

Local 495, on behalf of Milton Hicks, claims eight (8) hours  
pay at one and one-half (1 - 1/2) times his regular rate when  
a junior man was worked in his stead. Date of violation,  
9-22-68.

Case # SC-12-(11)-8-2093

JSC Motion: That the claim of Milton Hicks be allowed.

Deadlocked Southern California JSC December 10, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4325

Local 495, Los Angeles, California, and  
Pacific Motor Trucking Co.

Automotive  
Dispute

Local 495 on behalf of Floyd Brown, claims pay for October 1,  
1968, when Company failed to pay proper rate.

Case # SC-12-(11)-8-2094

JSC Motion: That the claim of Floyd Brown be allowed.

Deadlocked Southern California JSC December 10, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4326

Local 495, Los Angeles, California, and  
Western Gillette

Automotive  
Dispute

Local 495 on behalf of Hughlen Johnson, claims 36 days' pay because he was laid off and someone outside of Local 495's bargaining unit performed his normal duties.

Case # SC-12(9)-8-1682

JSC Motion: That the work was performed by a non-unit employee, therefore, the claim of H. Johnson be allowed.

Deadlocked Southern California JSC December 10, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 690, Spokane, Washington, and  
2-9-4327 Companies Signatory to National Master Freight Agreement  
and Supplements

Interpre- Local 690 is requesting an interpretation and clarification of  
tation Article 34 (3) of the National Master Freight Agreement (moonlighting).

The employees listed below are full-time firemen and policemen  
for the City of Spokane: Chuck King, Ed Miller, Jack Wharnton,  
Art Miller.

They work at Northern Pacific Transport on call on their days off  
under the Pick-Up and Delivery Contract.

The employees listed below are regular employees of Wallace-  
Colville Motor Freight, receiving the 40-hour guarantee. They  
work on call for Helphrey Motor Freight: Robert Tiffany,  
Clarence Poppy, George Hankey.

The employee listed below is a regular employee of Pacific Fruit  
and Produce Company, receiving a forty-hour guarantee. He  
works at Consolidated Freightways on call: Paul Latenser.

The employees listed below are regular employees of P.I.E.  
receiving the 40-hour guarantee. They work on call for Wallace-  
Colville Motor Freight: John Propp, Jack Drinkard.

When these employees work for the second employer, do they all  
receive double time under the above clause?

Case #2253 (U).

JSC Motion: That this case is referred to the JWAC in  
accordance with Article 8, Section A-1, Paragraph 2 of the  
National Master Freight Agreement. Motion Carried.

Washington JSC date of action - December 18, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 690, Spokane, Washington, and  
2-9-4328 Garrett Freightlines, Inc.

O-T-R Local 690 is requesting the Company to bid a Spokane-Portland  
Dispute six nights a week, starting with Sunday night. This bid would  
run like the present Spokane-Portland bid, and would make a  
total of two Spokane-Portland bid runs, starting Sunday night  
and running six nights a week.

Case #2226 (U).

JSC Motion: That the Union position be upheld.

Deadlocked Washington JSC November 20, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4329

Local 692, Long Beach, California, and  
Owl Truck

Heavy  
Hauling  
Dispute

Local 692 asks on behalf of our member, Jack Patterson, an employee of Owl Truck, for two hours pay when Mr. Patterson was brought in two hours after his established starting time. On Tuesday, October 15, Owl Truck brought him in at 10:00 A.M. and his established starting time is 8:00 A.M. Mr. Patterson is a guaranteed man, and has had an eight-hour day, 5 days a week guarantee and an 8:00 A.M. starting time since 1953. We ask the Committee to compensate Mr. Patterson two hours and bring him in at his regular established starting time.

Case #SC-12-8-2324

JSC Motion: That the claim of Jack Patterson be allowed.

Deadlocked Southern California JSC December 10, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4330

Local 692, Long Beach, California, and  
Owl Truck

MASTER  
Dispute

Harold MacNider, Gordon Grant, Duane Patterson, Richard Bannan: For the past 15 years, Owl Truck has had an 8: 00 a.m. starting time, through verbal agreement for the above-mentioned men who are all nine axle drivers. These men have a 40-hour guarantee and must maintain their own equipment.

We ask the committee to instruct Owl Truck to continue under the Maintenance of Standards Article 6, the 8:00 a.m. starting time.

Case #SC-1-9-(1208)-2325.

JSC Motion: That under Article 6 of the Western States Master Freight Agreement, the claim of the Union be upheld.

Deadlocked Southern California JSC January 6, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 692, Long Beach, California, and  
2-9-4331 Owl Truck

Heavy Local 692 takes the position that our members, Rutledge, Selby,  
Specialized Simmons, Holden and Duncan were not compensated the correct  
Oilfield rate of pay while on temporary transfer in the Bay Area. We  
Agreement claim .26¢ per hour more compensation for the above-named  
drivers under an agreement entered into June 4, 1968 which  
reads: "Drivers and Tillermen to receive compensation as  
provided in Local 315 Master Agreement, Heavy Highway  
Building and Construction Teamsters of Northern California.  
This contract was in negotiation during the time these men  
were employed in Northern California. Negotiations were  
just terminated the month of September, 1968, retroactive to  
May 1, 1968. Therefore, we ask that they be compensated  
.26¢ per hour for all hours worked by each man.

Case #SC-11-8-2003.

JSC Motion: That the claim of the Union be allowed.

Deadlocked Southern California JSC November 4, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4332

Local 692, Long Beach, California, and  
Pacific Motor Trucking

Funeral  
Leave

William A. Drinkwine's father passed away at 1:25 P.M. on November 26, 1968. He worked until 4:00 P.M. that day. At 4:30 P.M. his wife informed P.M.T. of the death of his father and told them he would not be in the next day. He called P.M.T. later that day and said he would be in anyway and P.M.T. told him they were sorry to hear about his father and then laid him off until further notice.

We feel that he is entitled to two days funeral leave because he was working at the time of his father's death and the Company was notified of the death before they laid him off.

Case #SC-1-9-2674.

JSC Motion: That based on Item 4 of the Interpretation of the Funeral Leave, the claim of W. A. Drinkwine be denied.

Deadlocked Southern California JSC January 7, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 741, Seattle, Washington, and  
2-9-4333 O. N. C. Motor Freight System

O-T-R Revision of O.N.C. Motor Freight System's dispatch rules.  
Dispute (Filed under O-T-R Supplement - Articles 41, Section 2 (a)  
43; 53; Section 3 (e); and 53, Section 5)

Case #2231 (U).

JSC Motion: That since the change proposed involves turns  
from two Joint Councils, this matter is referred to the Joint  
Western Area Committee for decision. Motion Carried.

Washington JSC date of action November 20, 1968 .



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4334

Local 898, El Centro, California, and  
Imperial Truck Lines, Inc.

O-T-R  
Dispute

Runaround - Bill Henning. At 1:30 p.m. on Sunday, November 17, 1968, the El Centro Terminal Dispatcher told Bill Henning he would not have to work and that he would be first out on Monday, November 18, 1968.

At 5:00 P.M. on Sunday, November 17, 1968, the dispatcher sent the next man out, causing this runaround. Bill Henning was dispatched at 6:00 P.M. on Monday, November 18, 1968.

Claim is for 25 hours at short line pay - total of \$130.40.

Case #SC-1-9-2475.

JSC Motion: That based on the facts as presented, the claim of Bill Henning be denied.

Deadlocked Southern California JSC January 7, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 961, Denver, Colorado, and  
2-9-4335 The Ringsby System

O-T-R Donald K. Spake states: I was in the hotel room at the time  
Dispute I was supposed to be called by the hotel clerk. The phone did  
not ring at any time until 6 P.M. The hotel clerk said that he  
had tried to call at 4 P.M. At 4 P.M. or 5 P.M., Birdsall  
(co-driver) asked at desk if we had a call and the clerk said no.

Case #2.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC November 6, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

\* \* \* \* \*

Case #  
2-9-4336

Local 961, Denver, Colorado, and  
The Ringsby System

O-T-R  
Dispute

Stephen Birdsall states: My partner, D. Spake was in the room all the time. I was out for about 1 and 1/2 hours, and when I came in, I asked the desk if we were called and they said no, and when they called us, they said we were called earlier.

Case # 1

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC November 6, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 961, Denver, Colorado, and  
2-9-4337 Santa Fe Trail Transportation Co.

O-T-R Gerald Wallace states: Pulled bid schedule 202 from Raton to  
Dispute Pueblo, where I was instructed to wait for schedule 247 and bring  
it to Denver, as 247 operator was out of hours. Waited 2:15 for  
schedule 247, then pulled this schedule to Denver. Timeslipped  
my run, 202 from Raton to Pueblo as 8 hour minimum, then time-  
slipped run 247 from Pueblo to Denver as 8 hour minimum. These  
time slips were coupled, but believe they should be paid separately  
as complete change of equipment and runs should constitute separate  
runs.

Case # 14.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC November 6, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

\* \* \* \* \*

Case #  
2-9-4338

Local 962, Medford, Oregon, and  
Consolidated Freightways

O-T-R  
Dispute

The Union contends that the Company is sending line drivers from Portland to Grants Pass for hops, and since this is within the 50 mile radius of Medford, the Union feels this comes under the Pick-Up and Delivery Agreement. The Union feels this pick-up should be made by Medford pickup and delivery driver Wooten.

The Union further contends that the Company has refused this work to Wooten on the grounds that hops come under the exempt cargo category. It is not the Union's contention that this is true.

The Company contends that the team out of Portland went directly to the plant in Grants Pass and picked up a load of hops. It is the Company's contention that a line driver can pick up one solid load enroute in accordance with the contract. That the drivers are not loading only checking the load in.

The Company further contends that this tupe of cargo is considered exempt cargo since it comes under the category of a vegetable.

Case #1216.

JSC Motion: That the Union's position be denied.

Deadlocked Oregon JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

DISCHARGES:

#2-9-4339	(151)	Local: 146	P. I. E.	Discharge
#2-9-4340	(152)	Local: 208	C. M. E.	Discharge
#2-9-4341	(153)	Local: 208	LASME	Discharge
#2-9-4342	(154)	Local: 208	Shippers Express	Discharge
#2-9-4343	(155)	Local: 222	I. M. L.	Discharge
#2-9-4344	(156)	Local: 287	Shippers Express	Discharge
#2-9-4345	(157)	Local: 357	Garrett Freightlines	Discharge
#2-9-4346	(158)	Local: 357	T. F. C. Air Freight	Discharge
#2-9-4347	(159)	Local: 357	Transcon Lines	Discharge
#2-9-4348	(160)	Local: 467	Cargo Carriers and/or B. B. D. Leasing	Discharge
#2-9-4349	(161)	Local: 467	Sorkness Truck Lines	Discharge
#2-9-4350	(162)	Local: 467	Sorkness Truck Lines	Discharge
#2-9-4351	(163)	Local: 468	Valley Motor Lines	Discharge
#2-9-4352	(164)	Local: 551	Consolidated Freightways	Discharge
#2-9-4353	(165)	Local: 741	Pierce Freightlines	Discharge
#2-9-4354	(166)	Local: 941	T. I. M. E. Freight	Discharge
#2-9-4355	(167)	Local: 961	I. C. X.	Discharge

WARNING LETTERS:

#11-8-4220	(168)	Local: 208	Transport Cartage	Warning Letter
#11-8-4221	(169)	Local: 235	Clark-Inland Cartage	Warning Letter
#2-9-4356	(170)	Local: 81	Consolidated	Suspension and Warning Letter



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

WARNING LETTERS:

#2-9-4357	(171)	Local:	180	Consolidated	Warning Letters
#2-9-4358	(172)	Local:	208	City Transfer	Warning Letter
#2-9-4359	(173)	Local:	208	Transport Cartage	Warning Letter
#2-9-4360	(174)	Local:	357	T.I.M.E. Freight	Warning Letter
#2-9-4361	(175)	Local:	533	P. I. E.	Warning Letter
#2-9-4362	(176)	Local:	631	Garrett Freightlines	Warning Letter
#2-9-4363	(177)	Local:	692	Clark Inland Cartage	Warning Letter



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 146, Colorado Springs, Colorado, and  
2-9-4339 Pacific Intermountain Express

Discharge Preston Sargent protesting discharge dated December 20, 1968.

Case #131.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC January 8, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 208, Los Angeles, California, and  
2-9-4340 California Motor Express

Discharge Local 208 on behalf of Brasi A. Giacone protests terminated  
date November 13, 1968, received November 14, 1968 alleging  
"voluntarily quit his employment with this Company." Request  
is for reinstatement with full seniority and compensation for all  
time lost.

Case #SC-12-8-2233.

JSC Motion: That because of the intimidation of an outside force,  
this be deemed a discharge and not a voluntary quit.

Deadlocked Southern California JSC December 2, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 208, Los Angeles, California, and  
2-9-4341 Los Angeles - Seattle Motor Express

Discharge Local 208 on behalf of John W. Weber protests termination  
notice dated November 18, 1968 received November 19, 1968,  
alleging 'company policy retirement at age 65.'

Request is that he be returned to work with full seniority and  
realize compensation due for all time lost.

Case #SC-1-9-2600.

JSC Motion: That based on the practice of the Company  
established since 1956 of requiring the retirement of employees  
at the age of 65, the termination of J. W. Weber be sustained.

Deadlocked Southern California JSC January 10, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 208, Los Angeles, California, and  
2-9-4342 Shippers Express

Discharge The Local Union claims that the discharge of Harvey Johnson is unjust. Request is that he be returned to work with his full seniority and realize compensation for all time lost.

Case #SC-1-9-2645.

JSC Motion: That Harvey Johnson be returned to work with full seniority, fringe benefits and compensated for all time lost.

Deadlocked Southern California JSC January 10, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4343

Local 222, Salt Lake City, Utah, and  
IML Freight, Inc.

Discharge

James Barker is a Salt Lake dock man in the 80% group with a seniority date of July 21, 1961. He is 30 years old. He was terminated for failing to report for work on November 14, 1968, at 00:30, his regular bid shift and starting time. He didn't report for work and didn't call in to explain his absence. He was issued a warning notice on October 21, 1968, for another incident of failing to report for work as scheduled, which warning notice was not protested.

The Union agrees with the facts as stated by the Company, but contends that the discharge is too severe in view of his 7 years of service.

Case # 1358 (Nov. 68-19)

JSC Motion: That Mr. Barker be reinstated as of January 2, 1969, with full seniority but without any back pay and with no intervening holiday pay.

Deadlocked Utah-Idaho JSC November 22, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 287, San Jose, California, and  
2-9-4344 Shippers Express

Discharge Union protests the discharge of Charles A. Consiglio. The Company discharged grievant for having three garnishments. Two warning letters were timely. Man had also received several corrective interviews.

It was the position of the Union that the man was clearing all of the debts and that he was making no claim for back pay.

Case #CB-2783.

JSC Motion: That the discharge be denied.

Deadlocked California Bay JSC December 20, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

\* \* \* \* \*

Case #  
2-9-4345

Local 357, Los Angeles, California, and  
Garrett Freightlines

Discharge

For and on behalf of Roy Sawyer: "I was terminated at Garrett's on Saturday, November 23, 1968, company using the excuse that I was drunk. However, I was sick and not drunk on that day. About 8:00, Mr. Mitchell called me over and told me I was drunk, but at that time I told him that was not true...I was sick. He gave me three choices - to either resign, (which would not be held against me), or take a test, or he would have me arrested for being drunk. Naturally, I refused the test since I was sick and did not think in fairness to myself, I should resign. Company gave me my final checks, including pro-rated vacation."

Case # SC-12-8-2433.

JSC Motion: That Roy Sawyer be returned to work with full seniority, fringe benefits and compensated for all time lost.

Deadlocked Southern California JSC December 11, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 357, Los Angeles, California, and  
2-9-4346 T. F. C. Air Freight

Discharge

Complaint by Lacey: " I was working on dock as a checker but was paid as a Freight Handler. November 4, 1968 marked time card as checker until November 11, 1968, which wasn't paid/ The dispatcher, M. Sparks, called and said he needed me to drive because they wanted me from the dock, that they needed steady men and told me to come in as soon as possible. When I arrived at the dock, they told me I had to resign and fill out a new application which was an unfair labor practice in which to trick me into resigning from TFC Air Freight and to sign an application with Alco Transportation.

I am filing for the days paid November 11, 1968, which was 8 hours plus .10 and hour which was the difference between checkers pay and freight handlers pay from September 9, 1968 to November 11, 1968; also for my job back on the dock at TFC Air Freight, with pay and full seniority rights."

Case #SC-1-9-(1208)-2368.

JSC Motion: That T. F. C. Air Freight and Alco Transportation are one and the same, therefore, Donald Lacey was improperly terminated and shall be returned to work with full seniority and compensated for all time lost.

Deadlocked Southern California JSC January 8, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4347

Local 357, Los Angeles, California, and  
Transcon Lines

Discharge

For and on behalf of: Ernest Walker. On November 25, 1968 I received a telegram from Transcon, stating that I was terminated effective immediately. On November 27, 1968 I received a letter from Transcon stating that my termination was for failure to give proper notification of impending absence or tardiness as required by Company rules. On November 24, 1968, I started calling the Company at approximately 6:30 a.m. to notify the Supervisor that I would not be in due to illness. I continued to call until approximately 10:00 a.m. on this date. Each time I called the Company I did not get any answer or response out of the sixteen times or more that I called. I feel this termination is unjust due to the facts that the Company has so many numbers for the employees to call.

I request that I be reinstated with full seniority and paid for all time lost.

Case #SC-1-9-2505.

JSC Motion: That the discharge of Ernest Walker be sustained.

Deadlocked Southern California JSC January 9, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 467, San Bernardino, California, and  
2-9-4348 Cargo Carriers - and/or B. B. D. Leasing

Discharges Cases #2445 and 2448: - Local 467 hereby files a protest of  
termination under Article 44 of the Over-The-Road Agreement  
against Cargo Carriers and/or B. B. D. Leasing on behalf of  
James G. Young and James E. Rae.

Cases #SC-1-9-2445 and 2448.

JSC Motion: That Young and Rae did voluntarily quit,  
therefore, these cases are improperly before the committee.

Deadlocked Southern California JSC January 6, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4349

Local 467, San Bernardino, California, and  
Sorkness Truck Lines

Discharge

Union protests discharge of John B. Gould dated October  
17, 1968.

Union claims Gould is on medical leave, therefore, the  
discharge is improper.

Company discharged Gould effective October 17, 1968 for  
dishonesty (driving Company truck when he was not authorized  
and while he was on compensation). Four drivers appeared  
to testify in behalf of the Company as witnesses.

Case #T-118-1222.

JSC Motion: That Gould be returned to work with full  
seniority.

Deadlocked California-Arizona-Nevada Joint State Tank  
Committee. November 21, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 467, San Bernardino, California, and  
2-9-4350 Sorkness Truck Lines

Discharge Union protests discharge of Dennie M. O'Hearn dated  
October 17, 1968.

Union claims Company did not prove in any manner that there  
was a dishonest act.

Company discharged O'Hearn on October 17, 1968 for a  
dishonest act (allowing Gould to drive Company equipment  
when he was not authorized.

Case #T-118-1223.

JSC Motion: That O'Hearn be returned to work with full  
seniority.

Deadlocked California-Arizona-Nevada Joint State Tank  
Committee November 21, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 468, Oakland, California, and  
2-9-4351 Valley Motor Lines, Inc.

Discharge The Company discharged the grievant for recklessness resulting in a serious accident. The Company claimed the grievant ran off the highway through the fence, and damaged the equipment in the amount of \$9,000.00.

The Union contended that the grievant was not reckless and that the freeway turn-off was poorly marked. They claimed that it was raining severely and that the driver could not see the proper exit signs.

Case #CB-2799.

JSC Motion: That the man be returned to duty on his next regular tour of duty with no back pay.

Deadlocked California Bay JSC November 18, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 551, Lewiston, Idaho, and  
2-9-4352 Consolidated Freightways - Bulk Commodities

Discharge Martin Holzheimer protests his being discharged on November 25, 1968. Local 551 requests that he be reinstated and that he be made whole for any loss of wages and benefits incurred since November 25, 1968.

Case #2243 (U).

JSC Motion: That the position of the Union be upheld.

Deadlocked Utah-Idaho JSC December 18, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

\* \* \* \* \*

Case #  
2-9-4353

Local 741, Seattle, Washington, and  
Pierce Freight Lines

Discharge

Local 741 protests the termination of Gary P. Atkinson by Pierce Freight Lines on October 22, 1968, and request his reinstatement with full seniority and payment for time lost.

Case # 2211 (U)

JSC: Motion: That the Termination be reduced to a warning notice and the employee be given five Port-Sea turns as back pay.

Deadlocked Washington JSC November 20, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 941, El Paso, Texas, and  
2-9-4354 T.I.M.E. Freight, Inc.

Discharge The Union position is that the Company has tried to provoke  
Mr. Aldana to "blow his top" or quit his job, but he could  
not be provoked.

The Company stated that Miquel Aldana was discharged for  
insubordination, uncooperative actions and use of abusive  
language.

Case #984.

JSC Motion: That the discharge be sustained.

Deadlocked Arizona-New Mexico JSC November 25, 26, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 961, Denver, Colorado, and  
2-9-4355 Illinois California Express

Discharge Leonard Adams is protesting his discharge of October 31, 1968.  
Requesting all back pay and seniority rights.

Case # 62.

JSC Motion: None given.

Deadlocked Colorado-Wyoming JSC November 6, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 208, Los Angeles, California, and  
11-8-4220 Transport Cartage + Distributing Co.

Warning Michael Napier protests issuance of warning notice dated  
Letter August 28, 1968 for an alleged "delay to equipment and freight  
on August 16, 1968."

Request is that same be removed from his personnel files and  
records.

Case #SC-10-8-1970.

JSC Motion: That the warning notice issued to M. Napier  
be sustained.

Deadlocked Southern California JSC October 11, 1968

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 235, Orange, California, and  
11-8-4221 Clark-Inland Cartage - Division of Consolidated Freightways

Warning Letter We are protesting the warning letter issued to Frank Valdi Brown on July 16, 1968 as we feel it is unjust.

Case #SC-10-(9)-8-1631.

JSC Motion: That the warning notice issued to F.V. Brown be sustained.

Deadlocked Southern California JSC October 7, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4356

Local 81, Portland, Oregon, and  
Consolidated Freightways

Suspension  
and  
Warning  
Letter

The Company contends Mr. Scofield was loading a 20 foot box of felt onto a flat bed with a dolly. The flat bed had apparent holes and when the load was pushed onto the flat bed the wheel of the dolly caught in one of the holes and the felt was dumped onto the ground. The felt valued at \$2,000.00 was damaged and further contends the Bowers (owner of the truck) driver was standing along side the flat bed and came very close to being hit by the felt.

The Company after investigation called Mr. Scofield into the office and tried to re-construct what happened. When Scofield was asked what he should have done, he said he should have taken the felt off the dolly and skooted it across the flat bed. Therefore, the Company feels the warning letter and weeks suspension is justified.

The Union contends that since the Company was aware of the condition of the Bowers truck they should have told Scofield to take the felt off the dolly before loading. The Union further contends that although Scofield admitted he should have taken the felt off the dolly before loading that the Bowers man who was standing along side the truck was motioning him on.

The Union further contends that the Company did not have the right to issue Mr. Scofield a warning letter and suspension at the same time.

Cases #1192 and 1194.

JSC Motion: That the weeks suspension be withdrawn and the man be paid for loss of time. That the warning letter be upheld.

Deadlocked Oregon JSC November 4, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case #  
2-9-4357

Local 180, Los Angeles, California, and  
Consolidated Freightways

Warning  
Letters

On behalf of the following drivers, George Boyer, Russell Taylor and Thomas McCarthy, Local 180 is protesting warning letters issued them and is asking that these letters be rescinded and removed from their personal files, on the basis that they were unmerited and unjustified.

Letters were issued to these drivers on the following dates:

George Boyer - November 21, 1968.

Russell Taylor - November 21, 1968.

Thomas McCarthy - November 19, 1968.

Case #SC-1-9-2523.

JSC Motion: That the warning notices issued to Boyer, Taylor and McCarthy be withdrawn.

Deadlocked Southern California JSC January 9, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 208, Los Angeles, California, and  
2-9-4358 City Transfer, Inc.

Warning Local 208 on behalf of Melvin Averitt protests issuance of  
Letter May 22, 1968 warning notice implying that Averitt engaged  
in some unspecified actions exceeding his authority.

Case #SC-11-(7)-8-1387.

JSC Motion: That the warning notice issued to Melvin  
R. Averitt be withdrawn.

Deadlocked Southern California JSC November 8, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 208, Los Angeles, California, and  
2-9-4359 Transport Cartage and Distributing Co.

Warning Local 208 on behalf of James Daw protests warning notice  
Letter alleging unnecessary delay of freight on November 12, 1968.

Case #SC-1-9-2656.

JSC Motion: That under Article III (b) of the Southern  
California Joint State Committee Rules of Procedure, this  
case is improperly before this committee.

Deadlocked Southern California JSC January 10, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 357, Los Angeles, California, and  
2-9-4360 T.I.M.E. Freight Lines

Warning Local 357 wishes to protest the warning notice issued to  
Letter William B. Carroll on November 4, 1968 .

Case #SC-1-9-2499.

JSC Motion: That the warning notice issued to William  
Carroll be upheld.

Deadlocked Southern California JSC January 8, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 533, Sparks, Nevada, and  
2-9-4361 Pacific Intermountain Express

Warning Union protests warning letter issued to Donald R. Zimmerman  
Letter dated October 15, 1968.

Company read warning notice into the record. Company claims man was over-driving his headlights. They claim there were two cars involved in an accident and blocking the highway, and driver attempted to go around the accident and hit one of the vehicles.

Case #T-118-1258.

JSC Motion: That the warning notice be reduced to a written reprimand.

Deadlocked California-Arizona-Nevada Joint State Tank Committee December 16, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

\* \* \* \* \*

Case #  
2-9-4362

Local 631, Las Vegas, Nevada, and  
Garrett Freightlines

Warning  
Letter

Protest of warning letter dated November 6, 1968 issued  
to Bryant E. Blackburn.

Case #SC-1-9-2455.

JSC Motion: That based on the fact the protest of the  
Local Union is in excess of 10 days from the postmark  
of the warning notice, the protest is untimely.

Deadlocked Southern California JSC January 6, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

Case #  
2-9-4363

Local 692, Long Beach, California, and  
Clark Inland Cartage

Warning  
Letter

Local 692 protests the warning letter issued to William Ashley  
Davis on October 28, 1968, for an incident occurring on October  
23, 1968, and we request that it be removed from his record.

Case # SC -12-8-2314

JSC Motion: That the warning notice issued to W. A. Davis be  
sustained.

Deadlocked Southern California JSC December 10, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

JOINT COUNCIL #7 CASES:

#2-8-3561	(#178)	Local: 70	WON	P. M. T.	Clarification	✓
#2-8-3562	(179)	Local: 70	P-P	Ringsby Truck Lines		✓
#2-8-3580	(180)	Local: 85		Delta Lines		
#5-8-3863	(181)	P. M. T.	WON	Local: 70	Clarification	✓
#8-8-4054	(182)	Local: 70	HOLD JURISDICTION	C.M. E./Delta Lines		✓
#8-8-4063	(183)	Local: 85		Walkup's Merchants Express		
✓ #11-8-4224	(184)	Local: 70	WON	Encinal Terminals	Clarification	
#11-8-4227	(185)	Local: 70	W/D	March Transport	Clarification	✓
#11-8-4230	(186)	Local: 70	P-P	Paxton Truck Lines		✓
#2-9-4364	(187)	Local: 70	S/W	WON Delta Lines		✓
✓ #2-9-4365	(188)	Local: 70	S/W	WON NO MONEY CLAIM CAN NOT ENTER TERMINAL Delta Lines		✓
#2-9-4366	(189)	Local: 70	WON W/D	Di Salvo Trucking		✓
#2-9-4367	(190)	Local: 70	WON	BUT NO MONEY CLAIM LASME		✓
#2-9-4368	(191)	Local: 70	WON W/D	P. I. E.		✓
#2-9-4369	(192)	Local: 70	WON W/D	P. I. E.		✓
✓ #2-9-4370	(193)	Local: 70	R/J HOLD	System '99		✓
#2-9-4371	(194)	Local: 70		Wells Cargo		
✓ #2-9-4372	(195)	Local: 85		O. N. C.		
#2-9-4373	(196)	Local: 85		R. E. Ellis Drayage		
#2-9-4374	(197)	Encinal Terminal Container Div.	HOLD	SUBJECT TO RIDER COMMITTEE	Local: 85	✓
✓ #2-9-4375	(198)	Local: 85	R/J	O. N. C.		✓
#2-9-4376	(199)	Local: 287		P. M. T.		
#2-9-4377	(200)	Local: 287		U. S. Products Corp.		



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 70, Oakland, California, and  
2-8-3561 Pacific Motor Trucking

Joint Council #7  
Clarification This case involves the assignment of work involving delivery of  
pig trailers direct to the customer.

The Union claimed this is work for bid Trans-Bay drivers.

The Company claimed this work can be assigned to anyone  
available.

The Motion that carried was "that 4 hours be allowed to this  
Trans-Bay driver with the understanding that the Company and  
Union get together and devise rules that apply to the contract.

Case #: None given

February, 1968 JWAC Action: M m/s/c/ that the four hours  
shall be allowed to this trans-bay driver with the understanding  
that the Company and the Union get together and devise rules  
that apply to the contract.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-8-3562

Local 70, Oakland, California, and  
Ringsby Truck Lines

Joint  
Council #7  
Dispute

The Company is trapping American President Lines vans at the consignee or shippers in Local 70 jurisdiction. The shipper or consignee is loading or unloading the freight.

The Union's position was that the driver should remain with the van.

The Company's position is that they are only paid by American President Lines for the pull and if any extra labor is performed the American President Lines is billed for it.

Case #LD-3472.

Joint Council #7 Motion: That the claim of the Union be allowed.

Deadlocked Joint Council #7 Labor-Management Committee  
January 4, 1968.

February, 1968 JWAC Action: Postponed.

May, 1968 JWAC Action: Postponed.

August, 1968 JWAC Action: Postponed.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-8-3580

Local 85, San Francisco, California, and  
Delta Lines, Inc.

Joint  
Council #7  
Dispute

Whether or not air freight picked up at the airport is, or is  
not, connecting carrier freight.

Union's position was that the Company used a swing shift  
hostler to pick up freight at the airport and bring it to the  
terminal. The Union is asking for time and a half for the  
grievant's entire shift.

Company stipulates to facts but took the position that they  
were a party to the A.C.I. Tariff, that air freight is  
connecting carrier freight and that the grievant did not  
deliver the freight but did bring it back to the terminal for  
loading on out-bound units.

Case #LD-3565.

Joint Council #7 Motion: That the claim of the Union be  
upheld.

Deadlocked Joint Council #7 Labor-Management Committee  
January 18, 1968.

February, 1968 JWAC Action: M/m/s/c/ that the committee  
retain jurisdiction until Local 85 can bring proof that past  
practice in this area exists. If the rate in this matter is a  
through rate with division of revenue, the claim of the Union  
is denied; if two or more rates are applied as a combination  
of locals, the claim of the Union is allowed.

May, 1968 JWAC Action: Postponed.

August, 1968 JWAC Action: Postponed.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Pacific Motor Trucking, and  
5-8-3863 Local 70, Oakland, California

Joint Council #7 The Union claims mail runs to Oakland Army Base are being  
Dispute performed by line drivers which is Local 70's jurisdiction.

Clarification Case #LD-3668.

Joint Council #7 Motion: That the case be referred to the  
JWAC for jurisdictional interpretation. Motion Carried.

Joint Council #7 Labor-Management Committee date of  
action March 7, 1968.

MAY, 1968 JWAC Action: M/m/s/c/ Based on the original  
agreement, Local 468 will handle the first class mail and  
Local 70 will handle the second class mail or all other mail  
'and no money claims are allowed.

Pacific Motor Trucking Company requests a clarification of  
decision rendered in Case #5-8-3863 between Local 70 and  
P.M.T.

August, 1968 JWAC Action: M/m/s/c/ due to the peculiar set  
of facts presented, this committee retain jurisdiction of this case.

November, 1968 JWAC Action: Committee retains jurisdiction.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 70, Oakland, California, and  
8-8-4054 California Motor Express / Delta Lines, Inc.

Joint Council #7 Dispute Delta picked up vans at Cal Motors terminals and loaded freight that Cal Motors always picked up. Company also used an area lumper. Union claiming a day's pay for the two top seniority men on layoff that day. (Case #LD-3765.)

Cases #LD-3741 and 3739: On February 28th and March 6/68 Delta Lines picked up a van at Cal Motors terminals and loaded parallel freight in the van and returned to Cal Motors yard. Cal Motors had men on layoff and equipment available. Union claiming a day's pay for a man on layoff that day.

Cases #LD-3765 - 3741 and 3739.

Joint Council #7 Motion: That these cases be referred to the attention of Verne Milton, Special Committee, Joint Western Area Committee. Motion Carried.

Joint Council #7 Labor-Management Committee May 2, 1968.

August, 1968 JWAC Action: Postponed.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
8-8-4063

Local 85, San Francisco, California, and  
Walkup's Merchants Express

Joint  
Council #7  
Dispute

On April 16, 1968, the Company posted a nine man list for work on Saturday. These men were scheduled for movements from the San Francisco Chronicle to start at 1:00 p.m. on Saturday. At 5:20 p.m. on April 16, 1968, another shipper called the Company and requested four men for Saturday work beginning at 8:00 a.m. The next four men were taken from the rotation list and scheduled for work at 8:00 a.m. on Saturday.

It was the Union's position that these men were junior to men with the 1:00 p.m. start and that the senior men should have been called in at 8:00 a.m.

Case #LD-3883.

Joint Council #7 Motion: That the claim of the Union is denied.

Deadlocked Joint Council #7 Labor-Management Committee  
June 6, 1968.

August, 1968 JWAC Action: The decision in this case is that we are going to hold jurisdiction and the Union is instructed to go back and find out who is entitled to what and have time cards to prove its case.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
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Case # Local 70, Oakland, California, and  
11-8-4224 Encinal Terminals

Joint Seniority. The Company had work available at their container  
Council #7 division. They called in men assigned to the container division  
Clarifica- and it was the position of the Union that they should have called  
tion in men by seniority at the Company's freight terminal.

It was the position of the Union that the JWC decision did not  
apply at the time of the recall.

It was the position of the Company that under a JWC decision  
the positions at the container division were put up for bid and  
that they acted properly in their recall.

Case #LD-4362.

Joint Council #7 Motion: That this case is referred directly to  
the JWAC for clarification of effective date of decision in JWC  
Case #11-8-4224. Motion Carried.

Joint Council #7 Labor-Management Committee December 19, 1968.

November, 1968 JWAC Action: M/m/s/c/ based on Article 5,  
Section 5 of the National Master Freight Agreement, the Company,  
Encinal Terminals, is to offer transfer opportunity to the container  
division of present Local 70 Encinal Terminals employees. Upon  
transferring, an employee shall maintain his seniority in the  
container division only for work purposes. However, after the  
original transfer, the container division's regular positions shall  
be offered on a seniority basis annually thereafter, starting with  
January of 1970. This offering shall be on a combined seniority  
basis between Encinal's San Leandro and container division  
Local 70 employees.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
11-8-4227

Local 70, Oakland, California, and  
March Transport Co.

Joint  
Council #7  
Clarification

Clarification of the motion's intent. Panel ruled that if man could  
obtain bond, he would be the next man hired.

Company will not abide by this ruling.

Case #: None given.

November, 1968 JWAC Action: M/m/s/c/ based on  
Article 39, Section 1, the claim is denied.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
11-8-4230

Local 70, Oakland, California, and  
Paxton Truck Lines

Joint  
Council #7  
Dispute

The Company had purchased a new low-bed with tiller.

It was the position of the Union that it was a new type of  
equipment and there was no wage rate negotiated for it.

The Company took the position that Article 51 of the  
Agreement covered the wage rate.

Case #LD-4062.

Joint Council #7 Motion: That the proper rate of pay is  
covered under the Agreement.

Deadlocked Joint Council #7 Labor-Management Committee  
August 15, 1968.

November, 1968 JWAC Action: Postponed.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 70, Oakland, California, and  
2-9-4364 Delta Lines, Inc.

Joint Council #7 The Company dispatched a driver from Emeryville to Chico to  
Dispute Redding to San Francisco to Emeryville. At San Francisco the  
driver dropped his trailers, picked up a set of trailers and  
proceeded to Emeryville.

It was the Union's position that all Trans-Bay movements  
come under the Local 70 jurisdiction.

The Company claimed that there was nothing in the Trans-Bay  
agreement that prohibits this operation.

Case #CB-2740.

Joint Council #7 Motion: That based on the facts presented  
the claim is denied.

Deadlocked Joint Council #7 Labor-Management Committee  
November 18, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 70, Oakland, California, and  
2-9-4365 Delta Lines, Inc.

Joint Council #7 Dispute The Union claimed that a Sacramento short line driver came into Alameda County, unloaded his trailers at the consignee, proceeded to the Emeryville terminal where he dropped the empty trailers, picked up another set and returned to Sacramento.

The Union claimed this was their jurisdiction.

The Company contended that this was a proper application of the short line operation.

Case #CB-2780.

JSC Motion: That the claim of the Union be denied.

Deadlocked Joint Council #7 Labor-Management Committee  
November 18, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4366

Local 70, Oakland, California, and  
Di Salvo Trucking

Joint  
Council #7  
Dispute

It was the position of the Union that employees are entitled to  
pay for the time involved in taking physical examinations.

The Company contends that the men were other than day-shift  
employees and took the examinations on their own time.  
Company claimed they were not obligated under the contract.

Case #LD-4406.

Joint Council #7 Motion: That the claim of the Union is  
allowed.

Deadlocked Joint Council #7 Labor-Management Committee  
January 9, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 70, Oakland, California, and  
2-9-4367 Los Angeles-Seattle Motor Express

Joint Union claims on Sunday, December 15, 1968, Company used  
Council #7 hostler to perform pickup and delivery work. Union claiming  
Dispute 8 hours at time and one-half for the next man in line to work  
the weekend work.

Case #LD-4423.

Joint Council #7 Motion: That the night hostler, under the  
contract, is entitled to time and one-half above his applicable  
rate of pay for that day which is time and one-half.

Deadlocked Joint Council #7 Labor-Management Committee  
January 9, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-4368

Local 70, Oakland, California, and  
Pacific Intermountain Express

Joint  
Council #7  
Dispute

The Company furnished hostlers rain gear but did not furnish boots.

It was the Union's position that rain gear included boots.

It was the Company's position that the condition of their yard and the climatic conditions did not warrant boots.

Case # LD 4325.

Joint Council #7 Motion: That under the provisions of Article 51 (8), of the Agreement, rain gear is construed to include footwear of some type, therefore, the claim of the Union is allowed.

Deadlocked Joint Council #7 Labor-Management Committee  
December 5, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 70, Oakland, California, and  
2-9-4369 Pacific Intermountain Express

Joint Casual applicants took pre-employment physicals which the  
Council #7 Company paid for. It was the position of the Union that the  
Dispute Company should pay for the time spent in taking the physicals.  
The Union took the position that the Company had always paid  
for the time spent in taking these physicals.

The Company claimed that they did pay for the time if the  
casual applicants took the physicals on Company time but that  
they did not pay if taken on the applicants own time. The  
Company claimed that these were applicants for employment  
and not regular employees.

Case #LD-4295.

Joint Council #7 Motion: That under Article 47, Section 10 (a)  
the position of the Union is upheld.

Deadlocked Joint Council #7 Labor-Management Committee  
November 21, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 70, Oakland, California, and  
2-9-4370 System 99

Joint Union feels that Emmett Blount should be established at the  
Council #7 doubles rate of pay as he drives four or five days per week  
Dispute and has been doing this for a period of one year or more.

Case #LD-4421.

Joint Council #7 Motion: That the Union's position is  
upheld.

Deadlocked Joint Council #7 Labor-Management Committee  
January 9, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 70, Oakland, California, and  
2-9-4371 Wells Cargo

Joint Seniority. The grievant had been on sick leave. When he reported  
Council #7 for duty the Company refused to allow him to work and worked a  
Dispute casual in his place. The Union was asking for one day's pay for  
the grievant.

It was the position of the Union that the grievant was due a  
day's pay.

It was the position of the Company that there was a Company  
policy requiring their employees to call in prior to 4:00 p. m.  
on the day before returning to work from sick leave.

Case #LD-4383.

JSC Motion: That the claim of the Union is allowed.

Deadlocked Joint Council #7 Labor-Management Committee  
December 19, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-43 72

Local 85, San Francisco, California, and  
O. N. C. Motor Freight System

Joint  
Council #7  
Dispute

The Union claimed Company was in violation of Article 45 - work jurisdiction. The Union claimed a day's pay for any employee on lay-off when this article was violated.

Union claimed Company was dropping trailers at customer for loading and/or unloading for a period to exceed 24 hours. The Union claimed this was a violation of Article 45.

The Company stated that these trailers were dropped for a period to exceed 24 hours and this was not in violation of Article 45.

Case #LD-4380.

Joint Council #7 Motion: That the Union's position be upheld.

Deadlocked Joint Council #7 Labor-Management Committee  
January 9, 1969.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 85, San Francisco, California, and  
2-9-43 73 R. E. Ellis Drayage

Joint  
Council #7  
Dispute

Rate of pay. The grievant had been employed by the Company several months ago. He was not a member of the Union and had been paid at less than Union scale.

The Union was asking for the difference in pay from the date of employment.

The Company stipulated to the facts but stated that they had used the grievant only for odd jobs. The Company stated that they had paid Union wages since October 28, 1968.

Case #LD-4385.

Joint Council #7 Motion: That Ellis has seniority with R. E. Ellis Drayage as of the 14th day worked in any 30 day period and the Union's pay claim is allowed for a period of 45 days prior to the date of filing. Motion Carried.

M/m/s/and Deadlocked that the Union's pay claim beyond 45 days prior to the date of filing is allowed.

Joint Council #7 Labor-Management Committee December 19, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Encinal Terminal Container Division, and  
2-9-43 74 Local 85 - San Francisco, California

Joint Council #7 It was the position of the Union that the Company cannot pick  
Dispute and drop with Local 70 men within Local 85's jurisdiction.

It was the position of the Company that they can by the contract  
article and Agreements made by the Union with other carriers.

Case #LD-4302.

Joint Council #7 Motion: This case was referred directly  
to the Joint Council #7 Committee of the Joint Western Area  
Committee.

Joint Council #7 Labor-Management Committee date of  
action, November 21, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE

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Case # Local 85, San Francisco, California, and  
2-9-4375 O. N. C. Motor Freight System

Joint  
Council #7  
Dispute

It was the position of the Union that the Company had assigned the grievant to the hostling position and then taken him off the job and let employees drawing the higher rate of pay perform the work. The Union was asking that the grievant be retained as a hostler.

It was the position of the Company that they used the grievant as a hostler when needed and that when used he was paid the higher rate of pay.

Case #LD-4381.

Joint Council #7 Motion: That the claim of the Union is allowed.

Deadlocked Joint Council #7 Labor-Management Committee  
December 19, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case #  
2-9-43 76

Local 287, San Jose, California, and  
Pacific Motor Trucking

Joint  
Council #7  
Dispute

Union claims consignee cannot put loaded pallets on their  
rollers for one driver to push into van and hand stack same.

It was the position of the Union that this was a violation of  
Article 45 of the Supplemental Agreement.

The Company contended that this was proper under Article  
45 of the Agreement.

Case #LD-4270.

Joint Council #7 Motion: That under the provisions of  
Article 45 the claim of the Union is allowed.

Deadlocked Joint Council #7 Labor-Management Committee  
November 7, 1968.



DISPUTE CASES FILED BEFORE THE JOINT WESTERN AREA COMMITTEE  
\* \* \* \* \*

Case # Local 287, San Jose, California, and  
2-9-4377 U. S. Products Corp.

Joint  
Council #7  
Dispute

The Company operates a plant in Merced, California. The Local San Jose Union claimed that their people had hauled machinery and empty cans to Merced and returned with loads of "brights" (unlabeled cans) to the San Jose plant.

The Union claimed that now, the Company was using other carriers to haul "brights" from Merced to San Jose.

The Company maintained that this merchandise out of Merced was shipped via S. P. Railroad. The Company claimed that this material was moving on a through movement of freight; moving on a one-rate bill of lading via S.P. The material would come from Merced to San Jose in transit to be labeled and then proceed via rail to various locations in the East, etc. The Company claimed that they had no control over who S.P. designated to move this material from Merced to San Jose.

Case #CB-2752.

JSC Motion: That the claim of the Union be upheld.

Deadlocked California Bay JSC November 18, 1968.



MINUTES OF MEETING

UNION REPRESENTATIVES OF THE JWAC COMMITTEE

AND

REPRESENTATIVES OF LOCAL UNIONS

MONDAY, FEBRUARY 3, 1969, at 9:00 A. M.

HILTON HOTEL - SAN FRANCISCO, CALIFORNIA

\* \* \* \* \*

The meeting was called to order at 9:00 A. M., Monday, February 3, 1969 by Joe Diviny, Chairman.

1. Roll Call of the Union members of the Joint Western Area Committee showed the following members present:

Verne Milton	George Rohrer
Bob Rampy	Art Trimble
Floyd Mendenhall	Art Hardy
Harry Kachadoorian	Harry Bath
Harry Marshall	Elgie Farris
Bill Waggoner	Allen Griggs
Barney Volkoff	Gene Shepherd
George King	

2. The Minutes of the meeting of the Union members of the Joint Western Area Committee and Local Union Representatives held on Monday, November 11, 1968 were approved as mailed.
3. In addition to those members of the committee listed above, the following representatives of Local Unions, etc. were present in the meeting:

Ernie Hinch - W. M. F. D.	Leonard Andrade - Local 224
Tommy Reyes - Local 357	Frank Wilson - Local 467
Ed Blackmarr - Local 208	Jim Donahue - Local 396
Gene Bedford - Local 692	Elgie Farris - Local 483
Cecil Tobin - Local 150	Joe Davis - Local 315
Vince Aloise - Local 315	Horace Manning - Local 104
A. Bevacqua - Local 180	Jerry Vercesi - Local 468
Joe Roza - Local 224	Earl Wimmer - Local 224
Tom Andrade - Local 85	Fred Hofmann - Local 287
Charlie Rice - Local 81	Lou Riga - Local 70
Ted Merrill - I. B. T.	Jack Mery - Local 381
Ken Gaddis - Local 235	L. E. Olds - Local 690
Jim Rourke - Local 85	W. B. Patton - Local 208
Clyde Crosby - I. B. T.	Bob Porter - Local 224
Charles Brenner - Local 208	Ed Shapiro - Local 208
Bill Manos - Local 235	Joe Foster - Local 87
Howard Yeager - Local 150	Joe Arino - Local 70
Bob Cheney - Local 222	Glenn Jones - Local 492
Frank Bushnell - Local 17	Jack Crotty - SC - JAC
Bill McCollum - Local 310	Lonnie Nabbitt - Local 208
Hugo Wagner - Local 533	Carl Burckel - Local 396
Deke DeCosta - Local 70	F. W. Denner - Local 961
Floyd Mendenhall - Local 81	Jim Barham - Local 542
Norman Clark - Local 542	J. T. Williams - Local 208
Bill Sarver - Local 839	John Murnin - Local 85
Bob Plummer - Local 439	Joe Morrill - Jt. C. #38



4. The following committees were then named by the Chairman for the hearing of cases on the Joint Agenda:

MAIN COMMITTEE (O.T.R.)

Joe Diviny - Chairman  
Harry Bath  
Verne Milton  
Gene Shepherd  
Fred Hofmann  
Floyd Mendenhall

Ernie Hincer - Secretary

Jerry Vercesi - Sgt. at Arms

SUB-COMMITTEE ON LOCAL OPERATIONS:

Barney Volkoff  
Art Hardy  
George Rohrer  
Art Trimble  
Elgie Farris  
Harry Marshall

Jack Crotty - Secretary

Herb Helmers - Sgt. at Arms

CHANGE OF OPERATIONS COMMITTEE:

Bill Waggoner - Chairman  
Robert Rampy  
Allen Griggs  
Robert Shaw  
Harry Kachadoorian

Joe Morrill - Secretary

Horace Manning - Sgt. at Arms

JOINT COUNCIL #7 COMMITTEE:

Roy Williams  
George King

5. Powers of Attorney approved by the Western Master Freight Division (See Attached)
6. Signed "Me-Too" Agreements submitted (See Attached).
7. Standard Contract Participation approved by the division (February, 1969).
8. A discussion was held relative to the forthcoming Cost-of-Living increase. It was regularly moved, seconded and carried that the Western Master Freight Division go on record of notifying the National Negotiating Committee that they are in favor of putting it in wages.
9. Harry Bath reported on the feeling of the Health and Welfare Trustees that it was the responsibility of the Local Union to collect delinquent Health and Welfare premiums. After considerable discussion on the subject this position was agreed to with the proviso that the requirements of the International Union must be complied with prior to taking any economic action to enforce this provision of the Contract.
10. ADJOURNMENT.



THE FOLLOWING POWERS OF ATTORNEY  
HAVE BEEN APPROVED BY  
THE WESTERN MASTER FREIGHT DIVISION

(JWAC - February, 1969)

Borrego Freight Lines - National Master and Western States Area Over-the-Road Supplemental Agreement. Concurrence from Local No. 224, November 29, 1968. Approved WMFD December 9, 1968.

Construction Materials Trucking, Inc. - National Master and Western States Area Over-the-Road Supplemental Agreement. Concurrence from Local No. 468, December 5, 1968. Approved WMFD December 9, 1968.

Construction Materials Trucking, Inc. - National Master and Western States Area Automotive Shop and Truck Servicing Supplemental Agreement. Concurrence from Local No. 165, December 17, 1968. Approved WMFD January 9, 1969.

Lang Transportation Corp. - National Master and Western States Area Automotive Shop and Truck Servicing Supplemental Agreement. Concurrence from Local No. 186, January 28, 1969. Approved WMFD January 30, 1969.



STANDARD CONTRACT PARTICIPATION

THE FOLLOWING PARTIES HAVE ENTERED INTO "ME TOO" AGREEMENTS

February, 1969

L. D. S. Truck Line and Local Union No. 856. National Master Freight Agreement and Western States Area Office Employees Supplemental Agreement (and Rider thereto). Approved WMFD December 19, 1968.

Schaldach Truck Lines and Local Union No. 856. National Master Freight Agreement and Western States Area Office Employees Supplemental Agreement (and Rider thereto). Approved WMFD January 28, 1969.

Transport Clearings and Local Union No. 856. National Master Freight Agreement and Western States Area Office Employees Supplemental Agreement (and Rider thereto). Approved WMFD November 22, 1968.

Transer Corp. and Local Union No. 856. National Master Freight Agreement and Western States Area Office Employees Supplemental Agreement (and Rider thereto). Approved WMFD January 30, 1969.

Signal Terminals, Inc. and Local Union No. 856. National Master Freight Agreement and Western States Area Office Employees Supplemental Agreement (and Rider thereto). Approved WMFD January 30, 1969.



STANDARD CONTRACT PARTICIPATION

February, 1969

Crown Heating and Air Conditioning and Local Union No. 208. National Master Freight Agreement and Western States Area Pick-up and Delivery Supplemental Agreement. Approved WMFD December 19, 1968.

Lee Perry Trucking Co. and Local Union No. 980. National Master Freight Agreement and Western States Area Over-the-Road Supplemental Agreement. Approved WMFD December 19, 1968.

Market Express, Inc. and Local Union No. 94. National Master Freight Agreement and Western States Area Over-the-Road Supplemental Agreement. Approved WMFD December 19, 1968.

Moore Business Forms, Inc. and Local Union No. 222. National Master Freight Agreement and Western States Area Pick-up and Delivery Supplemental Agreement. Approved WMFD December 19, 1968.

Pacific Northwest Motor Freight Lines, Inc. and Local Union No. 741. National Master Freight Agreement, Western States Area Pick-up and Delivery Supplemental Agreement and Western States Area Over-the-Road Supplemental Agreement. Approved WMFD January 6, 1969.

Sequoia Trucking and Local Union No. 490. National Master Freight Agreement and Western States Area Over-the-Road Supplemental Agreement. Approved WMFD January 29, 1969.

Van Ward Services, Inc. and Local Union No. 208. National Master Freight Agreement and Western States Area Pick-up and Delivery Supplemental Agreement. Approved WMFD January 29, 1969.